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To do what he likes with
Major Cassel refused to have
further conversation on the mat-
ter and said any further discussion
must be in writing.
The case is proceeding as we

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PILLS

For Ladies.

A fresh remedy for all irregularities in
the system of Ladies who keep a box
of Martin's Pills in the house, so that
in the event of any irregularity of
the system a remedy may be at hand
immediately. Those who use these pills
recommend them, because they are gentle,
and do not cause any harm. All
Chemists and Druggists sell them.
Through the World, or post free 1/6.
WALKER, Chemist, Southampton, Eng.

MARTIN'S

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and do not cause any harm. All
Chemists and Druggists sell them.
Through the World, or post free 1/6.
WALKER, Chemist, Southampton, Eng.BISHOP WELLDON AND HIS
CRITICS.Newcastle branch of the Eng-
lish Church Union have protested
against the Moderator of the
Church of Scotland preaching in
Durham Cathedral. Bishop Well-
don (Dean of Durham) says
Christian reunion will never be
accomplished unless somebody
does something more than has
been done in the past two
centuries and a half, and one
great obstacle to reunion is such
an attitude as that of the English
Church Union.

EARLIER TELEGRAMS.

SUGGESTED LONGER DURATION FOR
ANGLO-FRENCH PACT.Paris, Jan. 24.
The two chancelleries now carrying on have interrupted the
Franco-British negotiations. It is understood that M. Poincare
has suggested that the currency of the Anglo-French Pact should
be extended to 15 to 20 years. The terms thereof should be laid
down on a more reciprocal basis with finer definitions regard-
ing certain general terms like "German aggression." With a view
to settling outstanding Anglo-French differences there are in
preparation at Genoa two minor conferences being arranged, firstly,
at Paris between the Anglo-French and Italian Foreign Ministers
to make an effort to bring peace in the Near East, and secondly, at
London between Lord Curzon and the Franco-Spanish representa-
tives to fix the status of Tangier.

THE NEAR EAST.

Constantinople, Jan. 24.
The Franco-British pourparlers with reference to the Near
East have so far progressed. Lord Curzon submitted a note stat-
ing the British conditions. It is understood that the evacuation
of Smyrna is admitted with adequate guarantees for Christian
minorities, including the appointment of a Christian Governor-
General. A modification of the Thracian frontier is suggested
which shall follow a line slightly south of Midia on the Black Sea
via Chorus and ending at Rodosto. Franco-Turkish circles, how-
ever, consider this frontier strategically unsound.

AN ARGENTINE LOAN.

New York, Jan. 24.
The Municipality of Buenos Aires has decided to sue the
London firm of Baring Brothers for the undelivered portion of a
loan amounting approximately to one million sterling. The bankers
contend that a German syndicate undertook responsibility therefor
before the war, but the Municipality argues that the whole loan
was contracted with Barings who have hitherto received interest
thereon.

SHANTUNG SALT MINES.

Washington, Jan. 24.
The Sino-Japanese Committee has reached an agreement for
returning the Shantung saltmines to China, China purchasing the
Japanese interest therein at a fair price determinable later.

AUSTRIAN CURRENCY.

Vienna, Jan. 24.
Foreign currencies have risen to an unprecedented height on
the Bourse. The pound sterling is quoted at over forty thousand
crowns and the dollar at ten thousand. This has probably ex-
plained the continued decrease of public confidence in Austrian
money.

GERMAN RAILWAY STRIKE.

Berlin, Jan. 24.
The Saxon railway strike has ended.

FUNERAL.

Capt. Edward Walker.

The funeral of the
late Capt. Edward Walker
took place at Happy
Valley yesterday afternoon amidst
signs of deep sympathy, a large
number of engineers and officers of
the different ships in harbour fol-
lowing the hearse. The body was
interred in the Protestant Cemetery,
the Rev. G. H. Lindsay performing
the burial service. Among those
present were Mr. E. Walker and
Mrs. Walker (brother and sister-in-
law); Messrs. W. Bennett, J. Mil-
ler, W. Hughes, L. Paine and Hood
(Chief Officer, Chief Engineer,
Second Officer, Second Engineer
and Fourth Engineer respectively);
Commander C. W. Beckwith, R.N.;
Mr. G. W. Barton, Mr. H. P.
White, Lt. Comdr. Laurensen, of
the China Coast Officers' Guilds;
Captain W. Passmore, Captain J.
Thomson, Captain T. Hall and
Captain J. Shear, Lt. and Mrs. W.
Digby, Mrs. Harman and Mrs.
Cooper; Messrs. J. E. Gomes, A. E.
Benson, Laine and W. F. O'Farrell.
At the conclusion of the service,
the Rev. Lindsay said that it was
a little over a year ago that he
buried Mrs. Walker, whose death
he very much regretted, and now
it was his sad privilege to lay to
rest so soon afterwards, Edward
Walker. The deceased had been
cut down in early manhood, but
such was God's will. Speaking for
himself he could not take this verysolemn service without being re-
minded of the brevity of life and
very often the sudden cutting short
of one's days. Rev. Lindsay con-
cluded by expressing, on behalf of
St. Andrew's Church, his sympathy
to the mourners, especially the near
relatives.Among the many beautiful
wreaths sent were those from the
following:Ellis and Babs (brother and
sister-in-law), Frances and Con-
Barbara and Teddy; Officer and
Engineers of the s.s. Haiching,
General Managers of Douglas
Steamship Co., Ltd., Engineers of
the s.s. Haihong, Officers and En-
gineers of the s.s. Haiyang, The
China Coast Officers' Guild and
Members of Phoenix Club; Mr. and
Mrs. J. Wittichell, Captain and Mrs.
W. Passmore, Mrs. Constantine
John Hammes, Mr. and Mrs. G.
Henderson, Mr. and Mrs. Frederick
J. Gill, Mr. and Mrs. J. S. Thom-
son, Mr. and Mrs. Spalding, Mr.
and Mrs. J. Hyde and family, Mr.
and Mrs. W. J. Cooper, and
family, Mr. and Mrs. Churcher,
Nellie Laine, Mr. and Mrs. W. T.
Elsen, Mr. and Mrs. W. Higby,
Captain and Mrs. L. McConnell,
Hussey, Miss and Mrs. F. Enfield
Russer and Mr. and Mrs. J. M.
Ramsay, Messrs. C. D. Farmer,
Miller and Bennett, A. E. Benson,
George W. Barton, George Stark,
C. Edgumbe, H. P. White, Comdr.
C. W. Beckwith, R.N., and Lieut.
Conway Hake, R.N.R., Captain
E. W. Matthews, Messrs. J. E.
Gomes and A. Simpson.

SHANGHAI'S FUTURE.

The Gateway to China.

Mr. H. J. Smith, M. I. Mech.
E., read an interesting paper before
the Engineering Society of China
at the Royal Asiatic Society Hall
on "The Design and Erection of
Mineral Transporters." Introduc-
ing his subject, Mr. Smith said
that the sitings of the Interna-
tional Commission of the Whangpoo
Conservancy had undoubtedly
brought the day nearer when
Shanghai, as a port, would do
justice to itself as the Gateway to
the Yangtze Valley and Central
China.When the day came the
Mechanical handling of materials
and merchandise would receive
widespread attention, continued the
lecturer. "Consider for instance,"
he said, "the amount of coal un-
loaded and reloaded in Shanghai
every year and then look for the
mechanical appliances installed for
the purpose. Only the Shanghai
Municipal Council at their Live-
side Power Station seems to un-
derstand that the transport of coal
should be handled in a scientific
manner."When the great war stressed the
exertions of manual labour to the
utmost, the cry went forth for me-
chanical relief. Great transpor-
ters were built with all possible
speed at Charleston, Boston, Wash-
ington and many other places.
Day and night men worked at
important points like Calcutta and
Durban to complete loading ap-
pliances so that shipping might get
quicker despatch. Much as men
were needed in the fighting line, yet
the work mentioned was essential
of more importance. At Charle-
burg the energy made every effort by
means of long range artillery to
smack the transporters down as fast
as the engineers could build them.
If such mechanical connecting
links between land transport and
shipping, or shipping, and railways
were so indispensable in times of
great national danger, who would
derry their usefulness in times of
peace, Mr. Smith asked.

Electric Bridge Transporters.

The first electrically driven
Bridge Transporter was built only
twenty years ago. Six years later
the speaker said that he erected
the first Coal Shipping Belt Con-
veyor plant in England. Yet in
less than two decades the use of
similar machinery has become
almost universal. Even such
remote places as Christmas Island
now have its wealth of phosphates
into steamers at Flying Fish Cove
by mechanical means.China must, sooner or later,
come into line, Mr. Smith averred.
A start had been made in Shang-
hai as previously stated, and 700
miles up the Yangtze River the
Han-Ping Iron and Coal Co. had
installed one of the biggest trans-
porters in the Southern Hemi-
sphere. Others were being
planned by the same company.The rise and fall of the Yang-
tze River was in places, nearly
100 feet. At Hankow it was 43
feet. This fall disclosed 150 feet,
or more, of steep river bank which
had to be bridged by temporary
timber staging; up which the
coolies slither and slide, in wet
or frosty weather, laden with a
few cobs of coal or ore per man.
When the frost was severe, or if
the rainfall were too heavy, they
ceased work altogether; be the
furnaces they feed, never so
hungry. But electrically driven
transporters took no heed of the
weather. Up and down they went,
hoisting their load 100 feet in a
seconds if necessary to gain suf-
ficient height for discharging the
mineral into storage bunkers,
whence it fell by gravity, as re-
quired, for the next operation.

China May Emulate U. S. A.

The banks of the Yangtze must
of necessity become dotted with
mechanical appliances for the
loading and unloading of materials

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Huge Stock of UNDERWEAR
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as the country develops. Mr.
Smith went on. The United
States transported and conveyed
all kinds of material by mechan-
ical means, and China, with four
times as much population, would
surely follow a similar course as
time goes by.
Acting on this assumption, the
speaker said he had taken for his
subject: "The Design and Erec-
tion of Mineral Transporters."
In the restricted space of an
engineering "Paper," the subject
as a whole could only be treated
superficially; but by confining his
remarks to the four principal
methods at present in use, the
author managed to treat with some
detail a branch of engineering
which at present stands unrivalled
as a means of releasing manual
labour for operations requiring
more skill than acting as human
"beasts of burden."
When skilled labour was ex-
pended on an article, the material
increased in value. Coal and
iron ore, for instance, began to
increase in value when they en-
tered the smelting furnace. The
transport and handling of these
materials between the mine and
the furnace might have increased
their cost, but not their value—
competition would see to that—
successful competition in the
markets of the world was the re-
sult of reducing the cost of pro-
duction to the lowest point, and
that meant looking on the cost of
transport as a loss and eliminating
it as far as possible. This was the
elemental problem underlying the
subject of commercial success and
its solution was essentially a task
for the engineer.
The Engineer's Problem.
The problem, concluded Mr.
Smith, presented to the engineers
on the South African Rand, was
the moving of millions of tons of
rock and sand every month as it
passed through the various pro-
cesses in the reduction depart-
ment for extracting the gold.
Every invention was seized upon
with avidity for trial if it prom-
ised a reduction in the costs of
these handling operations. After
twenty years of trial the Belt
Conveyor and Aerial Ropeway
holds the field to-day supreme
against all rivals. Especially the
Belt Conveyor. And it was in the
light of this experience that the
author said he had paid more at-
tention. This system stood on its
ability to transport material in
bulk with greater rapidity and
economy than any other method.
Given good erection and attention
to detail in design, the Belt Con-
veyor, for this class of work stood
unrivalled.
The delivery of the paper was
followed by an interesting dis-
cussion.

DOINGS OF THE DUFFS

Johnny Jump-Up for Instance.

—BY ALLMAN



NOTICE

NEW MUSIC

Rosy Cheeks
I aint nobody's darling
Yoo-Hoo
Sweet Lady
Say it with Music
When the Sun goes down
It must be someone
Strut: Miss Lizzie
Song of India
Dangerous Blues
Jealous of You
Humpty Dumpty
I've got the joys
Royal Garden Blues
Oh: Joy
Remember the Rose
I wonder if you still care for 'me

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MAJOR CASSEL'S CAR.

Further Hearing.

In cross-examination yesterday afternoon Mr. Reeves was asked the exact instructions given him by Major Cassel.

Mr. Reeves: He asked me "Will you make my car alright? I am absolutely fed up. The car has been in the hands of several people for adjustment and if you can fix it up, I want you to do so in my garage." I said "Major, I cannot do that. I have several compartments in my workshop at Taumati and I shall be glad to put the car in one, and it shall only be touched, in my presence."

Mr. Tinson: He left it in your hands absolutely.

Witness: That is the only way I would accept it. He did mention a number of things in particular. He added "The fact of the matter is, if you cannot fix it up, I will send the car home."

In answer to further questions, Mr. Reeves said his examination of the car led him to the opinion that an inexperienced fitter had been at work upon it. Asked what was wrong with a certain part, he replied "somebody had tried to adjust it with a pair of pliers," and smilingly added, "it might have been a banner and chisel."

Questioned about the aircraft and whether there was anything wrong with the specimen handed in, the witness pointed out that it was necessary to test it properly but from a casual examination it seemed to him that "the hole is about half closed when it is open."

Replying to the Judge, Mr. Reeves said he estimated he spent about 15 hours on ordinary adjustments, which would have to have been made in any case.

At the conclusion of Mr. Reeves' evidence, Mr. Tinson announced that he had no further witness to call.

United Motor Company's Case.

Mr. Tinson, opening the case for the United Motor Company, asked the Judge to remember that Mr. Reeves had permission to do just what he liked with the car and that he carried out the work at his Kowloon garage. Major Cassel had written a letter saying that the first time the car had been satisfactorily was after Mr. Reeves had it in hand. His (Mr. Tinson's) case was that the car was handed to Mr. Rowe with instructions that all work was to be done at Major Cassel's garage in Wanchai and that Mr. Rowe himself was to do the work. Mr. Rowe pointed out at the time that he could only do it as an opportunity arose. As a matter of fact, all the work was done on it after ordinary hours and not a penny had been charged to Major Cassel for any repairs to the car. Mr. Rowe's instructions were to put the car in running order. He was told by Major Cassel that the engine got hot when running and that the air pressure was bad. Mr. Tinson explained what was found to be the matter with the car and what Mr. Rowe did and recommended. He went on to say that it was admitted by Major Cassel that a man named Weir and his mechanic Davies came to the Colony in April last and had the car under their control from April 19th to the 26th. Weir made a report to Napier. The car had been badly treated, Mr. Tinson contended, before it was sent to Mr. Rowe. Mr. Tinson proceeded to read Weir's report and the correspondence between Major Cassel and Napier. Major Cassel wrote to Napier's on May 6th that he had tried one or two motor experts in Hongkong on the arrival of the car to have it assembled, but the running was most unsatisfactory and not what he expected. He complained of the tool equipment and the lack of the teeth of which broke the first time it was used, which drew my attention to the fact that it was an American production." Mr. Tinson drew attention to the fact that Weir in his report stated that the ignition timing was incorrect. Napier in their letter said: "Had Mr. Weir referred to page 22 of our instruction book he would have found that the timing was perfectly accurate and was in accordance with the data given and which he states to be incorrect. Therefore, if he has altered the timing from its original position, it can be taken as incorrect at the present time."

Mr. Tinson commented that apparently Weir and his mechanic had done exactly the thing which they should not have done.

The case was adjourned until to-day.

UNWANTED NEW HOUSES.

Tenants cannot be found for the new six-roomed houses at Southbury (Bucks), which are some of the best constructed in the district. Rents fixed by the local authority are 7s. 6d. for labourers and 10s. for other classes.

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COMPANY REPORT.

Humphreys Estate And Finance Co., Ltd.

The report of the Directors of Humphreys Estate and Finance Co., Ltd., for the year ending 31st December states:

The net profit for that period, after deducting Directors' and General Managers' remuneration and including 819,160.70 brought forward from last account, amounts to \$ 213,434.69

Which the Directors recommend should be appropriated as follows:

Pay a dividend of 50 cents per share	\$ 130,000.00
Pay a bonus of 50 cents per share	30,000.00
Transfer to Reserve fund	25,000.00
Transfer to Special Repairs and Renewals account	10,000.00
Carry forward to new Profit and Loss account	23,434.69
	\$ 213,434.69

Director.—In accordance with Clause No. 55 of the Company's Articles of Association Messrs. J. Scott Harston, W. L. Patten, the very Rev. Father Robert, Hon. Mr. A. O. Lang, and Mr. J. M. Alva retire, but being eligible, offer themselves for re-election.

Auditors.—The Accounts have been audited by Messrs. H. Percy Smith, F.C.A., and C. Bernard, A.C.A., who offer themselves for re-election.

FOOTBALL.

Hongkong F. C. Challenge Shield Company.

The above commenced on Monday when the Tamar defeated the Alacrity on the Navy 'A' ground. Smith was deemed guilty of tripping in the penalty area and, from the penalty kick, the Alacrity took the lead. Hudson with a pot shot landed in the net and made the score one all. Willington put the depot ship ahead following a corner and Hill scored with a first timer, the Tamar winning by 3 goals to 1.

To-day at 4 p.m. South China No. 2 v H.M.S. Durban. South China ground.

Referee Mr. Williams.

CRICKET.

Club v. United Service.

This will be a two day match during Chinese New Year holidays between the H.K.C.C. and the United Services on the Club ground, commencing 10.30 a.m. on Saturday and Monday. The Club will be represented by the following:—R. Hancock (Capt.), T. E. Pearce, E. J. H. Mitchell, G. H. Sayer, E. B. Reed, L. J. Davies, B. D. Evans, E. G. Lamert, C. Baker, E. L. Braga and E. W. Hamilton.

SUGGESTIONS FOR BASKET-BALL.

Improving the Methods of Play.

Basket ball has plenty of action, just so long as the referee desists from the whistle, says a critic.

It seems agreed that the foul rule is one feature of the game that can stand some wise legislation.

Mr. Ward Brennan, one of the leading basket-ball players and officials in America, offers some interesting suggestion.

"Too much foul throwing by an expert in that one particular play kills off the action," says Mr. Brennan, who is very definite on that point. He has a unique idea to minimize fouling.

His suggestion is that when a player commits a foul that player shall make a try for a basket from the foul line. If he makes it, his team shall be eliminated from any penalty. If he misses, his opponent shall be credited with two points if the foul is personal and one point if technical.

SIX SUGGESTIONS.
Here are six suggestions from Mr. Brennan worthy of consideration.

That the centre circle radius be made 3 feet, instead of the present one, which is 2 feet.

Time Out: Each team shall be allowed four time-outs of one minute durations. Two times out in each half.

Free Throw: When a foul is called the referee shall immediately secure the ball, and instruct the player who made the foul to throw for goal from the foul line. If goal is made the penalty is eliminated, if missed, the opponent shall be given 2 points if the foul committed was personal, and 1 point if technical.

Field Goals: A goal from the field shall count 3 points.

Time Out: Time to be taken out when a foul is called and play to begin again when ball leaves player's hands while on the foul line.

Centre Ball: On the toss-up at centre, the men jumping should not be allowed to play the ball until it is again played by another player, or has hit the floor.

ORIGIN OF IDEAS.

Sir J. Frazer's Paris Lecture.

Every seat was taken in the Richelieu Amphitheatre at the Sorbonne, and every gangway crammed with standing listeners, for Sir James Frazer's lecture, entitled "L'Etude des origines humaines," last month. M. Appell, the Rector of the University of Paris, presided.

Sir James Frazer, who spoke in French, devoted himself rather to the human mind than to the human body, declaring that for the study of the origins of the human mind there were three sources of information: children, remains of prehistoric man, and savages who can be studied living.

The answer to the argument that to study living savages is not the same as to study our prehistoric ancestors lay, said the lecturer, in the theory of evolution, though that did not mean that living savages would follow the same path as our

NOTICE

MARATHON RACE

FEBRUARY 8th.

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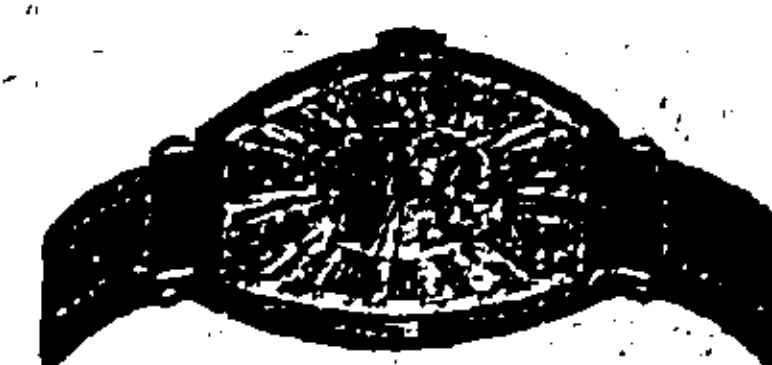
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civilization and some day produce their Shakespeares and Molières. The most interesting part of the lecture was Sir James Frazer's examination of the question whether ideas, arts, and institutions have a single or a multiple origin—that is to say, whether they spring from a single brain or simultaneously from many brains. He mentioned the simultaneous discovery of the theory of the differential calculus by Newton and Leibnitz, and the work upon the theory of evolution carried out by Darwin and Wallace, each without knowledge of the other's work, and he suggested the probability that the use of fire was not a sudden discovery of one individual, but that it was discovered independently in many different parts of the world.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—To BUY—One Piano (second hand) must be in good order and condition.—Apply Box No. 647 c/o "Hongkong Telegraph."

HONGKONG HORTICULTURAL SOCIETY.

The Annual Show will be held in the Botanic Gardens on Thursday 2nd March. Schedules may be obtained from the Hon. Secretary, Beaconsfield Arcade, First floor.

CHINESE NEW YEAR HOLIDAY.

This Department will be entirely closed on Saturday, 25th, and Sunday, 26th, January, 1922. It will be open for all purposes till 12 noon on Monday, 30th, January, 1922. Licences and permits will be entirely closed on those dates.

N. L. SMITH,
Superintendent,
Imports and Exports.

BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be closed for the transaction of PUBLIC BUSINESS on SATURDAY and MONDAY, the 25th and 30th, instant.

Hongkong, 24th, January, 1922.

NOTICE.

THE CHINA LIGHT AND POWER CO. (1918) LTD. beg to notify their Consumers that owing to alterations in the underground system of distribution the supply of electricity will not be available between the hours of 9 a.m. and 5 p.m. on Saturday the 25th, instant.

SHEWAN, TOMES & CO.,
General Managers.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Notice is hereby given that the Ordinary Yearly Meeting of the Shareholders in this Corporation will be held at the City Hall, Hongkong, on Saturday the 18th day of February 1922 at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st December 1921.

The Register of shares of the Corporation will be closed from Monday 6th, February to Saturday 18th, February 1922 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors,
A. G. STEPHEN,
Chief Manager.
Hongkong, 24th, January, 1922.

NOTICE TO CONSIGNEES.

"GLEN" LINE LIMITED.

From UNITED KINGDOM, GENOA, PORT SAID, COLOMBO AND STRAITS.

The M.S. "GLENADE" having arrived from the above ports, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st February 1922, at 5 p.m. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 1st February 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by.

JARDINE, MATHESON & CO. LTD.
Agents.
Hongkong, 25th, Jan., 1922.

REPLSE BAY HOTEL.

BANK HOLIDAY—MONDAY, 30th, JANUARY.

A Tea and Dinner Dance will be held on Monday, 30th, January.

LESSONS IN CHINESE.

M. L. HON YAN, a Chinese teacher, and his assistants, have a 1000 sq. ft. school in the Chinese examination hall, and is prepared to give a first-rate certificate to a Chinese teacher. He has also a good knowledge of Mandarin and Cantonese.
Those who intend learning the Chinese language are requested to write care of "Hongkong Telegraph" office at Street No. 124, Queen's Road, Central, second floor.

NOTICE.

Safe, Sore, and Guaranteed Cure for Leprosy, Leucoderma, Patches, Eruptions, Pimples, &c. in four weeks. Patients willing to be treated by Post are requested to write: Rs 7/8 per week. Full Particulars free under cover. "SRI" Works, Beadon Sq., Calcutta (T) India.

FOR HAIPHONG AND HOIHOW.

Sails for Haiphong and Hoihow every alternate Tuesday.
The steamer "SRI" leaves for Haiphong and Hoihow every alternate Tuesday.

RAI-MUN.

(Capt. Charles E. Page).
Sails for Haiphong and Hoihow every alternate Tuesday.

NOTICE.

St. Andrew's Church Men's Association

MARATHON RACE

To be held under the auspices of the above association on Wednesday 8th February 1922 at 4 p.m.
To be run in Kowloon, distance about 7 miles.
(Route will be same as last year)
Silver Trophies 1st, 2nd & 3rd.
Open to all Europeans in the Colony.

Entrants to be nominated by a member of the Association. All applications for entry to be sent to the undersigned not later than Saturday 4th February.
D. J. PURVES,
Secretary Sports Committee.

HUMPHREYS ESTATE AND FINANCE COMPANY LIMITED.

Notice is hereby given that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS IN THIS COMPANY will be held at the Hongkong Hotel, Hongkong, on SATURDAY the 4th, February, 1922, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December 1921.

The TRANSFER BOOKS of the Company will be closed from the 25th, January, to the 6th, February, (both days inclusive), during which period no transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 19th, January, 1922.

THE KOWLOON LAND AND BUILDING CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY THIRD ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Company's offices, Victoria Buildings on Friday 10th February 1922 at 12 o'clock noon for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December 1921.

The REGISTER OF SHARES of the Company will be CLOSED from WEDNESDAY 1st February to Friday 10th February both days inclusive during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary to
The Hongkong Land Investment & Agency Co., Ltd.
General Agents for
The Kowloon Land & Building Co., Ltd.
Hongkong, 23rd, January, 1922.

G. R. NOTICE.

IT IS HEREBY NOTIFIED that owing to the Chinese New Year Holiday a constant supply of water will be given in all RIDER MAIN DISTRICTS during FRIDAY and SATURDAY, the 27th and 28th, instant.
T. L. PERKINS,
Water Authority.
Public Works Department,
Hongkong, 25th, January, 1922.

THE WEST POINT BUILDING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd., on THURSDAY, 26th, January, 1922, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1921. The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, 17th, January, to THURSDAY, 26th, January, both days inclusive during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary,
to the General Agents,
Hongkong, 16th, January, 1922.

THE HONGKONG CENTRAL ESTATE LIMITED

NOTICE IS HEREBY GIVEN that the EIGHTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd., on Thursday, 26th, January, 1922, at 11.45 a.m. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1921.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, 17th, January, to THURSDAY, 26th, January, both days inclusive during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary,
to the General Managers,
Hongkong, 10th, January, 1922.

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY FIRST ORDINARY GENERAL MEETING OF SHAREHOLDERS in this COMPANY will be held at the offices of Messrs. Jardine Matheson & Co., Ltd. on Thursday 26th January, 1922, at 12 o'clock noon for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December 1921.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY 17th January to THURSDAY 26th January both days inclusive during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary,
Hongkong, 10th, January, 1922.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd., on Thursday, 26th, January, 1922, at 12.15 p.m. for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1921.

The REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, 17th, January, to THURSDAY, 26th, January, both days inclusive during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary,
Hongkong, 10th, January, 1922.

THEATRE ROYAL

COMING

FEB., 4. 6. 7. 8.

WARWICK COMEDY COMPANY

SOLD DETAILS LATER

THE HONGKONG ELECTRIC COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Transfer Books of the above Company will be closed from 25th, January, to 7th Feb., 1922, both days inclusive. Dated this 16th day of January, 1922.

By Order of the Board,
GIBB, LIVINGSTON & CO.,
Agents.

THE COWIE HARBOUR COAL COMPANY LIMITED.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to
BRADLEY & CO. LTD.,
Agents,
The COWIE HARBOUR COAL CO. LTD.

NORWEGIAN SHIPPING LEGISLATION.

According to a Scandinavian contemporary, the Norwegian Storting has passed a law making free of any taxation all insurance profits on ships lost. It is intended to lighten, as much as possible, the shipowners' liability for building new ships necessary for replacing the tonnage lost during the great war. This end is arrived at, it is said by allowing a bigger writing down of the value of ships, thus lightening the burden of taxation considerably. Further, there will be taken less regard to the law provision about enhanced prices. At the same time more consideration is shown to the home workshops by stating that the law also is to be applied to all cases where the insurance sum, or sale price, is used for the purpose of purchasing ready made Norwegian tonnage. Further, the new tonnage produced by means of the insurance sum shall be written down with the total profit on the said insurance before the end of 1926. This law will, after all, not assume too much importance, it being a well-known fact that, unfortunately, most of the Norwegian shipowners have already placed their new contracts for the near future. Some shipowners are, however, said to be benefiting through the law, for instance, Borgestad, Ltd.



CORRESPONDENCE.

To the Editor of the "Hongkong Telegraph."

Examination Results.

Sir,—In your analysis of the University Local Examination results, you omitted to mention those of St. Stephen's College. These were—

St. Stephen's Girls' College.—Three Students entered the Senior Examination. All passed, one obtaining honours and two obtaining distinctions. 100 per cent. Three Girls entered the Junior Examination. All passed. 100 per cent.

St. Stephen's College (Boys).—Fifteen entered the Matriculation and Senior Examinations. Four passed, one with Honours, 93.3 per cent. Twenty entered the Junior Examination. Twelve passed. 60 per cent.

These students are all Chinese. The total number of our candidates is here included, although some are in the lists under Private Students.

Yours, etc.
E. W. L. MARTIN,
Acting Warden,
St. Stephen's College (Boys)
Hongkong Jan 25th.

THE CANADIAN ELECTION.

Reciprocity With U. S.?

A Press correspondent, at Ottawa, writes under date Dec. 7: With unofficial returns from yesterday's general election virtually complete this morning it was apparent that for the first time in years Canada had elected a Parliament with a majority favouring reciprocity with the United States. In the new House of Commons Mr. W. L. Mackenzie King, Liberal leader, will have a clear majority over all parties. He will thus become Prime Minister of the Dominion. The Progressives, also favouring reciprocity and a low tariff, will rank second, and the high tariff party, headed by Premier Meighen, third. Mr. Meighen himself was defeated in Portage la Prairie, Man., his home district. The fall of the Meighen Government, with its high tariff platform, was as spectacular as the defeat of Sir Wilfrid Laurier's Liberal Administration in 1911 on its policy of reciprocity with the United States. In yesterday's election, high tariff, as championed by Premier Meighen, lost to the reciprocity programme of Mr. King.

Three provinces, Quebec, Nova Scotia, and Prince Edward Island, returned solid Liberal contingents. Ontario, regarded as the fortress of Conservatism and protection, showed a Liberal gain of more than twenty seats. Seven members of the Meighen Government, in addition to the Premier himself, were defeated, five in Quebec and two in Nova Scotia.

FOR TARIFF REVISION

The new Progressive party, led by Mr. T. A. Cregar of Manitoba, swept the Western provinces, but captured comparatively few divisions in the East. This group, originally made up of farmers, stands for tariff revision downward even more drastic than the Liberals propose. Its members are in sympathy with the reciprocity movement.

The result of the election is generally regarded in the Canadian capital as a decisive pronouncement by the people on the tariff question. The heads of three main parties made this the chief issue of the campaign and toured the Dominion expounding their several goals.

Premier Meighen made his fight on protection, warning the electors against "economic absorption of Canada by the United States." The Liberal and Progressive groups, while differing in details, argued in favour of reciprocity with the United States.

In his election manifesto, Mr. King advocated substantial reductions in the customs tariff, with a view to diminishing the high cost of living which presses so severely on the masses of the people, and reducing the cost of the instruments of production in the industries based on the natural resources of the Dominion.

HONGKONG HOTEL COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE ABOVE COMPANY will be held at the HONGKONG HOTEL Pedder Street Victoria in the Colony of Hongkong on WEDNESDAY THE FIRST DAY OF FEBRUARY, 1922, AT NOON for the purpose of considering and, if thought fit, passing the following Resolutions as Extraordinary Resolutions namely—

- (1) That the Authorized Capital of the Company (which is now \$2,500,000 consisting of 250,000 shares of the nominal value of \$10 each—whereof 219,300 shares have been issued) be increased from \$2,500,000 consisting as aforesaid to \$5,000,000 (consisting of 500,000 shares of the nominal value of \$10 each) by the creation of 250,000 additional shares of the nominal value of \$10 each ranking (subject as hereinafter mentioned) as from date of allotment for dividend and in all other respects pari passu with the shares constituting the Company's present issued Capital.
- (2) That 109,650 shares be offered (in the proportion of one new share for every complete number of two old shares held by them respectively) to the persons who on the date of the confirmation of this Resolution as a Special Resolution are registered in the Company's Shares Register as the holders of the said 219,300 shares at a premium of \$5 per share and so that on allotment the nominal amount due in respect of such 109,650 shares plus the said premium of \$5 per share shall be payable as follows:—

Date of Payment	Amount payable in respect of the nominal value of each share.	Amount payable in respect of the premium on each share.	Total
15th March 1922	\$3	\$2	\$5
15th August 1922	\$3	\$2	\$5
15th March 1923	\$4	\$1	\$5
	\$10	\$5	\$15

and further that until such time as the said 109,650 shares shall be fully paid up they shall, as a condition of the ratio borne by the amount paid up thereon to the full nominal value (\$10) thereof, and that any of the said 109,650 shares which shall not be taken up by the Company's Shareholders in manner aforesaid be disposed of in such manner as the Company's Board of Directors shall think fit.

- (3) That the balance of the shares constituting the Company's unissued Capital be issued at such times or times, in such manner and upon such terms and conditions in every respect as the Company's Board of Directors may decide.
- (4) That no Shareholder shall be entitled to any offer of a fraction of an additional share in respect of any odd share held by him.

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a SECOND EXTRAORDINARY GENERAL MEETING to be held at the HONGKONG HOTEL Pedder Street aforesaid on FRIDAY, THE 17th, DAY OF FEBRUARY, 1922, AT 11 A.M. for the purpose of considering and, if thought fit, confirming such Resolutions as Special Resolutions accordingly.

Dated this Twentieth Day of January, 1922.

BY ORDER OF THE BOARD,

H. N. BEAUREPAIRE,

Secretary.

gasolene, illuminating, lubricating and fuel oils; nets, net twines and fishermen's equipment; cements, and fertilizers.

At yesterday's election for the first time in the political history of Canada women voted on terms of equality with men. Miss MacPhail, Progressive, was elected to Parliament in the South-east Grey district of Ontario. She will be the first woman member of the House of Commons. Mr. William Lyon Mackenzie King, who will be the next Premier of the Dominion, is a grandson of William Lyon Mackenzie, a leader in the struggle for responsible government in Canada. He is forty-seven years old. He holds post-graduate degrees from the University of Chicago and Harvard. From 1914 to 1917, he was engaged in the investigation of industrial relations under the auspices of the Rockefeller Foundation, and while on this work acquired an intimate knowledge of conditions in the United States. He was Minister of the Labour for Canada for eight years in the Laurier government.

No coin is more rare than one which was recently presented to Sir Eric Drummond, the Secretary-General of the League of Nations. It is a gold franc to represent the monetary unit of the League, and is the only one struck. It is a small piece of gold about one-third of the size of a farthing, octagonal in shape to denote the eight members of the Council of the League, and very thin. This unique franc, which reposes in a small, jewel case, bears on one side the initials "S. d. N." (La Société des Nations) "1921," and on the other side "I franc or." Expressed in American currency, it is worth rather under a fifth of a dollar.

TO-DAY'S MISCELLANY.

The Gimcrack Club, at whose annual dinner Lord Jersey made an attack on paid stewards and the part-mutual system of betting which has aroused keen controversy, was founded to commemorate that "Yorkshire Grey" who has furnished a title for so many taverns, in London and the provinces. Gimcrack, foaled about 1760, was next to Flying Childers and Voltigeur, the greatest racehorse Yorkshire has ever produced. The winner of the Gimcrack Stakes, also founded in his honour, is banqueted every December in York.

The gold franc is the basis of all the monetary transactions of the under a ban.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICE.

LONDON SERVICE

(Direct)

TEUCER 24th Jan. London, Amsterdam & Antwerp
CYCLOPS 31st Jan. London, Rotterdam & Hamburg
ACHILLES 7th Feb. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

EURYPYLUS 24th Jan. Genoa, Marseilles & Liverpool
NELEUS 1st Feb. Marseilles, Havre & Liverpool
ELPENOR 14th Feb. Genoa, Marseilles & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

PROTESILAUS 31st Jan. Victoria, Seattle & Vancouver
IXION 21st Feb.
TALTHYBIUS 14th Mar.

NEW YORK SERVICE

(via Suez or Panama)

KEEMUN 10th February, via Suez

PASSENGER SERVICE

PYRRHUS 5th Feb. for Shanghai & Japan
PYRRHUS 7th Mar. for Singapore & London
MENTOR 21st Mar. for Singapore & London

For Freight and Passage Rates and all Information Apply to:—

BUTTERFIELD & SWIRE
AGENTS.

VACATION TRIP.

HONGKONG—SHAMSHUI—WUCHOW.

In the splendid and luxuriously appointed 500 tons Motor Ship "KONG NING" between Hongkong, Shamsui, Shin Hing through the LOVELIEST SCENERY ON THE WEST RIVER TO WUCHOW.

SPLENDID 1st and 2nd class passenger accommodations; large and airy berth cabins on upper deck; no port holes but large airy windows; fitted throughout with electric light and Fans, etc.

M. S. "KONG NING"

Steamers Leave Hongkong. Tuesday, Jan. 31st.
"Kong Ning"Round trips occupying 5 days; including meals and 24 hours stay on board at Wuchow \$45.00.
For further particulars apply to:—

BANKER & CO.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE EAST ASIATIC CO. LTD.
Copenhagen.The Motor ship
"ASIA"

Having arrived, Consignees of cargo are hereby informed that all goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 1st Feb. 1922, will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 1st Feb. 1922, at 10 a.m.

All claims must reach us before the 4th Feb. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MANNERS & BACKHOUSE.

LTD.

Agents.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees of cargo for Hongkong per s.s. "THESEUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, cargo for Hongkong will be landed at Shanghai and consignees are recommended to make necessary arrangements to insure etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 24th Jan. 1922.

WAGES REDUCED BY
£236,000,000.7,000,000 Workers Said To Be
Affected.

Gravely concerned at what they describe as an "attack on Labour standards," the Trades Union Congress General Council have issued a manifesto dealing with wages and hours.

They estimate that wage reductions for a year amount to not less than £236,000,000, and speak of a "widespread and carefully organized conspiracy to secure unreasonable reductions in wages and a drastic extension of the normal working week."

Addressed to officials and members of affiliated organisations, the manifesto says:—

A serious slump in trade and abnormal unemployment are considered by employers a fitting opportunity for imposing reductions in wages and increases in hours.

In some quarters the spirit of "getting their own back" on the workers appears to inspire employers.

We have to warn such employers that a policy of reprisals is one likely to lead to disastrous consequences.

Stability in industrial organisation would be quite impossible, and a policy of attack and counter-attack, as determined by opportunities, would take the place of negotiation, the signing of joint agreements, and the fixing of labour standards by the accredited representatives of employers and trade unions.

ESTIMATE OF £236,000,000 A WEEK.

It is stated that the net reductions in wages officially reported up to the end of October are £4,370,000 a week, affecting close on 7,000,000 workpeople, and it is estimated that further reductions in the wages of employers in shipbuilding, engineering and other trades, beginning last month, amount to not less than £50,000,000 a year.

In addition, reductions take place without being reported to the Ministry of Labour, and it is suggested that a fair estimate of the net reductions in the past year would be not less than £25,000,000 a week, or £236,000,000 a year.

With regard to hours, the manifesto states that the assumption that longer hours will make the difference between industrial paralysis and prosperity, is based on a fallacy.

RIGHT TO IMPROVED CONDITIONS.

In their conclusions the General Council assert in the name of organised Labour, that, even if employers could prove that reduced wages and increased hours would lead to industrial prosperity, they would still be opposed to the suggestion that the workers standard of life should be lowered as the only way to secure this object.

The worker has a moral right to claim improvement in working conditions. This claim cannot be resisted legitimately until every form of privilege is abolished and all artificial costs on industry are removed.

KRYPTOK LENSES

are conceded to be one of the very best forms of bifocal lens. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance.

Kryptok lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., Successors to Clark & Co., manufacturing and refracting opticians,—the most competent optical manufacturing establishment in South China—located in 53, Queen's Road Central. Fitting, glasses and testing the sight is their specialty.

SVENGLI THEORY IN
GERMAN CASTLE CRIMEHeiress Who Smoked and
Danced Too Much.

Had Peter Gruppen, who is accused in the Kleppelsdorf Castle mystery trial, the powers of a Svengali?

Did he hypnotize his step-daughter Ursula Sobade, cause her to murder her young millionaire friend, Dorothy Rohrbach, and then commit suicide?

It was only yesterday, writes the Daily Chronicle, Berlin correspondent under date Dec. 9, that the Hirschberg court reached this stage in its efforts to solve the mystery, which is attracting ever greater attention throughout Germany.

HYPNOTIC POWERS.

Regarding this point, Fraulein Kiefert, formerly Ursula's teacher, told a curious story.

"On one occasion," she declared, "Ursula said that her mother knew a man who, when he looked in a person's eyes could compel that person to do his bidding."

"Ursula even mentioned the street where this man lived and it turned out to be one quite near to Gruppen's house at Itzehoe, near Hamburg."

"When she was asked the man's name, Ursula said she dare not tell."

This same witness added that Ursula was a very sensitive little girl.

DOROTHY'S FEARS.

Another witness told a story of meeting Dorothy Rohrbach in Berlin, when she expressed her great fear of Gruppen, who, she added, had given Frau Eckert (Dorothy's grandmother) a bottle of cognac, which she (Dorothy) was suspicious about.

The judge here intervened to say that the bottle had been found and examined. Apparently, it had contained some oil of bitter almonds, and there was no question of poisoned cognac.

A friend of Dorothy's from Lashin, a little town near the castle, declared that shortly before Herr Gruppen and others came on a visit, Dorothy said: "Ethel, we have little or nothing to eat ourselves, and now five people are coming on a visit."

This witness had warned the girl to beware of Gruppen. "Yes," shouted the accused man, loudly. "If someone had only told me I was not welcome I should not be here in the dock."

THREAT BY POSTCARD.

Fraulein Zahn, again recalled, spoke of the postcard she had received from Dorothy, on which was written, from Berlin, "Come to me immediately or I will hang myself."

Martha Mohr, another of Gruppen's fiancées, and a servant at the castle, was called. Her Holstein dialect gave the court considerable trouble, as she related that three days before the tragedy Ursula gave her a letter, with the request that she would give it to Frau Eckert two days later.

Afterwards, however, Ursula asked for the letter back again, and it was given to her.

This was the letter found in the dead girl's pocket and thought to have been written while she was under Gruppen's hypnotic influence.

This witness declared that Gruppen did not leave the room, where he was sitting playing cards with his stepdaughter Irma.

Spectators displayed hostility towards Herr Vienstback, Dorothy's guardian, when he was recalled. He related the story of how the young heiress was kept on short money supplies.

He attacked Fraulein Zahn for having brought her up badly, and declared that she spent too much money, and that bad books were allowed to Dorothy, who had a love affair with a young officer whom the governess encouraged.

WINTER SHOE FASHIONS.



BY MARIAN HALE.

At the beginning of the season the elaborate shoe fantasies took our breath away. But as shoes come and go, it seems there is no limit to their gorgeousness.

Not only the richest and most ornate of materials are used in shoes but the length to which ornamentation is carried reaches a fantastic mark.

The sandal is still the most popular form with the low cut sides and the instep strap running

up the centre of the foot and joining the encircling strap or straps.

Brocades of metal cloth are especially in vogue and steel bead embroideries vie with the most elaborate gowns.

Period shoes are popular and the high-topped, square toes of the Louis XIV. period may be seen in cloth of gold with big paste buckles.

During this witness's evidence the spectators showed their feelings so openly that the judge threatened to clear the court.

When the love affair was mentioned one jurymen jumped up and roundly declared that there was not a single word of truth in the story.

Dorothy, the witness added, smoked too many cigarettes, and danced so much that her health suffered.

FRAU ECKERT CALLED.

Then came the witness whose evidence was most eagerly awaited—Frau Eckert, Dorothy's grandmother, an old woman 80 years of age.

She told many disconnected stories of the lives of various people concerned in the tragedy. She related how she brought Dorothy up, but how the girl cared only for Fraulein Zahn; how Gruppen met her daughter (a woman who has disappeared) as the result of a matrimonial advertisement; how they got on well together; but how their regard for each other changed.

"One night," she said, "I heard my daughter shout for help. I ran to her room, and found that Gruppen had left it by the window."

It will be remembered that earlier in the case the judge remarked, "It might be believed that Gruppen had done away with his wife."

GRUPPEN'S MOVEMENTS.

Late last night, just before the court adjourned over Sunday, till Monday, Frau Eckert gave an important piece of evidence.

It will be recalled that conflicting statements were made regarding Gruppen's presence in

the parlour at the time of the murder. He himself maintains that he was there till the servant came with the news of the tragedy. His step-daughter, Irma, declared that he followed her to the lumber room, half-way to the bedroom where the crime was committed. Only a minute was needed to go from the parlour to the bedroom and back.

"I was sitting in the parlour knitting," said Frau Eckert, "and perhaps fell asleep for a little time, and did not particularly notice what happened. But I know that Gruppen was out of my sight for a while, perhaps a few minutes."

"When the crime was reconstructed at the castle, I had a feeling that he must have been away a few minutes, certainly time enough for him to commit the deed."

"That Ursula did it I regard as out of the question. She was much too small and weak a girl to handle a big revolver."

Later Frau Eckert emphasised her statement by saying "Gruppen was certainly out of my sight for a few minutes. That I maintain."

This evidence created a great sensation in court, Gruppen remaining silent and white while it was being given.

MR. "PUSSYFOOT" JOHNSON IN ENGLAND.

Mr. Johnson, who has spent ten weeks in India, told the East India Association, of London, there was not a single newspaper in India owned by an Indian which did not favour prohibition, and he did not know of a single public man in India who was not in favour of it, and worked for it.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship
"ROBERT DOLLAR"

having arrived from New York via Vancouver, and ports, on January, 25th, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. and stored at consignees risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Tuesday, January 31, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized. No claims will be admitted after the goods have left the Godowns.

All goods remaining after Wednesday, Feb. 1, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their bills of lading for counter-signature.

THE ROBERT DOLLAR CO.,

Agents.

Hongkong, January, 24th, 1922.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS
AND DAIREN.The Steamship
"SIBERIA MARU"

The above named Steamer having arrived on Monday, the 23rd, Jan., 1922, consignees of cargo are hereby notified to present their Bills of Lading for counter-signature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Monday, the 30th, January, 1922.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Tuesday, the 31st, January 1922, at 10 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

Y. TSUTSUMI,

Manager.

Hongkong, 23rd, Jan., 1922.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees of cargo for Hongkong per s.s. "DEMODOCUS" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, cargo for Hongkong has been landed at Singapore and consignees are recommended to make necessary arrangements to insure etc. accordingly. The cargo will be brought on to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 24th, Jan., 1922.

JUST TWO TO-NIGHT

are all you need of Pinkettes to dispel constipation, liverishness, sick headaches, biliousness, to dissipate the "gloom."

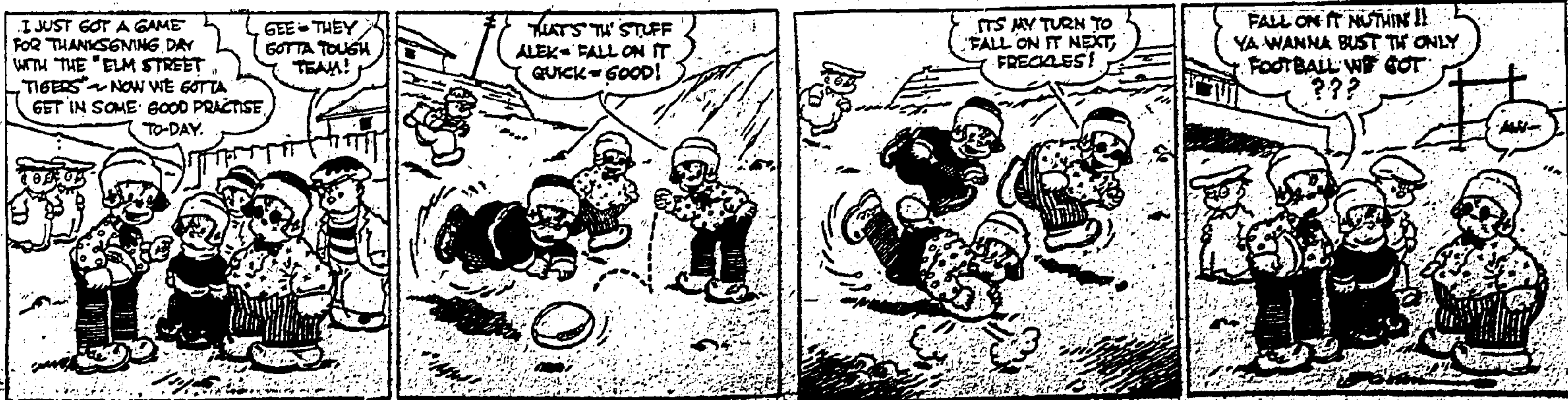
An agent **PINKETTES** *Small*

the little pink laxatives, aid digestion, keep the skin clear and the breath sweet. Of chemists or, post free, 60 cents the phial, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

FRECKLES AND HIS FRIENDS

Slim's Practice Is Limited

BY BLOSSER.



It is universally admitted that

WATSON'S
E
WHISKY

Still maintains its high standard of quality.

The same blend, same good old age, mellowness, character, and fine flavour.

Forty years reputation.

A.S. WATSON & CO., LTD

Wine & Spirit Merchants

Established 80 Years.

Birth.

HILLIARD.—At Kowloon on 24th. January, to Mr. and Mrs. H. D. Hilliard, a daughter.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 25, 1922.

AN OLD PACIFIC PROBLEM.

Reuter evidently assumes that people in the Far East feel some interest in the dispute between Chile and Peru, a series of little messages having come along during the past few weeks. This matter has, in truth, reference to an old Pacific problem, seeing that the parties have extensive stretches of littoral along that ocean, though on the opposite side of it from here. There is, consequently, a certain fitness in this long-outstanding problem coming up for consideration at the time of the Washington Conference, which may have been the prompting cause, whether the assembly so designed it or not. It appears that the contestants have agreed to refer the question of Tacna and Arica, the chief point of difference, to the arbitration or at least the friendly counsel of the United States. So far as can be judged at this distance, the services of a broad-minded third party are just what is needed to effect an adjustment. The parties, it is reported, are to meet at Washington, presumably in the near future.

Little light is thrown upon the dispute by the messages, yet the encounter which arose out of it in the ninth decade of last century has been described as "the bloodiest conflict on record." This may appear astonishing when it is considered that the total forces could have been put into a small corner of the theatre of war in Flanders and lost sight of. The meaning becomes sufficiently manifest when it is mentioned that, after four years of ruthless warfare, the decisive encounter terminated in the literal annihilation of the Peruvian force. By a great rock in the province of Arica, General Bolognesi and his army were surrounded. We owe the history of the encounter to the Chilean side; not one man among the Peruvian force survived that day of carnage. Both countries arose out of Spanish colonies, and their war goes to support the appalling assertion that conflicts between people of the same race are the most remorseless of all. What, it may be asked, was all this bloodshed over? It concerned the districts of Tarapaca, Tacna, and Arica, which are on the border of the two countries. These areas are rich in mineral deposits, and the discovery of the commercial value of nitrate of soda led to a furious dispute concerning the boundary-line.

By the Treaty of Ancon, signed in 1884, the victors received the Tarapaca area definitely and the right to occupy Tacna and Arica for ten years, at the end of which a plebiscite was to be held, the successful nation to pay cash compensation to the other. There were also sundry other clauses. The ten years expired as long ago as 1894, but Peru, less progressive than her rival, was in a state of some disorder, besides which the countries could not agree upon the manner in which the referendum should be taken. The Chilean occupation has thus been prolonged from year to year and from decade to decade. Negotiations for arbitration were fruitless, and in 1910 diplomatic relations were severed. In 1912 Peru made a proposal respecting the referendum, but Chile did not accept. The latter country has now offered to agree to the referendum on the lines proposed by Peru, but that country in turn objects, on the ground of changed conditions, declaring that there has been a systematic influx of Chileans—the same objection as that taken by France to a plebiscite over Alsace and Lorraine. It looked therefore as if there was to be a fresh deadlock. This would seem to be just a case for the League of Nations. However, the mediation of Uncle Sam has been accepted, and moral suasion from such a quarter cannot be negligible. It is certainly time for this fratricidal dispute to close. In circumstances so involved a division of territory appears to be the fairest method.

NOTES & COMMENTS.

Peking's Muddle.

As has been foreshadowed for some days past Liang Shih-yi, the recently-appointed Premier of China, has resigned. His period of office has probably been of the shortest in the history of Republican China and it is eloquent that the very man who was hailed a few short weeks ago in many circles as being likely to reform the northern government and to have a fair chance of success in bringing the north and the south in unison has now been forced by a combination of circumstances to tender his resignation. One cannot review the recent happenings in Peking without realising that Liang has himself to blame very much for the position in which he has latterly found himself. It is an open secret that he has been in negotiation with Japanese financiers for the purpose of raising another huge loan, and this at a time when the mere mention of Japanese money is nostalgic to the majority of Chinese. That he was under the thumb of Chan Tso-lin was also openly rumoured and his connection with the Anluites was plainly hinted. But, perhaps the greatest factor that has contributed to his downfall was his opposition to Wu Pui-foo, the big man of Central China. Wu has certainly grown to be a power in his own country and it is evidently realised that if the sympathies of Wu were divorced from Peking and he were driven into an alliance with General Chan of Canton the chances of the north against such a combination would not be particularly rosy. And so Premier Liang has chosen the self-evident course of throwing in his hand. Who will be his successor is difficult even to hazard. There seems to be a real paucity of "big men" in northern China just now, apart from the militarists, and how any Premier can hope to succeed without pleasing and obeying the dictates of the "war lords" is hard to conceive. It is beyond dispute that the fate of any politician in the northern capital rests in the hands of the military men who are the real power in the country, and until such a state of affairs is remedied there would seem to be little hope for a well-governed country, especially when it is remembered that these "big men" are not always in agreement among themselves. Chang Tso-lin and Tso Kwan are not in very amiable mood at the moment, and the Chinese political tangle is not a whit nearer being unravelled.

Militarists v. Politicians.

And, therefore, the speech which Mr. Lennox Simpson ("Putnam Weale") delivered at Shanghai yesterday amounts to little but a pious expression of hope. Our correspondent cabled:—"He urged the establishment of a stable government and the development of the national consciousness,"—two matters which have been urged by every friend of China for years. In citing the Irish settlement as showing what could be done by negotiation Mr. Simpson no doubt made a telling point, but little will be achieved by addressing gatherings in Shanghai. It is the military leaders who have first to be convinced of the error of their ways, for it is only when military power has been made subservient to the political power that China will turn the corner as regards the efficiency and usefulness of her internal administration. When the Canton Government, under President Sun Yat-sen, stated that it was out to defeat militarism, and to establish the supremacy of the political machine, it earned everybody's respect and good wishes, although active support had to be withheld by some. Canton's achievement in that respect has been nothing very great so far but not a few have recognised that there still resides in Canton the spirit which could make China a peaceful and well-governed country. The doling up north of late have been little short of ludicrous. China's representatives at Washington have been striving for far more than her home politicians seem worthy of, and we certainly cannot agree with Mr. David Yui, a returned delegate from Washington, when he stated at Shanghai yesterday that China's delegation had had to humble itself to the detriment of China's case. If the present negotiations in connection with Shantung end as amicably as they should, China will have little or no cause to feel disappointed because of what has been decided in America. She has much for which to thank the Conference. In the

DAY BY DAY.

THE PLEA OF IGNORANCE WILL NEVER TAKE AWAY OUR RESPONSIBILITY.—RUSKIN.

Another fancy dress dance takes place at the V. R. C. on Saturday night.

There were two cases, one non-fatal, of enteric fever reported yesterday. Both patients were Chinese.

The Hon. Mr. H. Pollock, K.C. will give a short address on "The Washington Conference" to the Reading Circle of Helena May Institute to-morrow morning, January 25th. The address will begin for this time only at 11 a.m. instead of at the usual hour 10.30 a.m.—Adv.

Dancers are promised an unusual treat at the Kowloon Theatre this evening when Keye's Jazz Orchestra, a band famous in America, will play the music for a special dance. Sanford Richeson, known as the "violin jazz king," will make his first appearance in the Colony. Tickets, \$1.50 each, may be had from Moutrie's.

Four men, one armed with a knife, made a forcible entry into No. 6 Chinsee Street early yesterday morning by breaking open the door. They stole various articles of clothing valued at \$18 and decamped. In the subsequent pursuit by the police one man was arrested. He was brought before the Magistrate this morning, charged with committing an armed robbery, and was remanded.

In our yesterday's Notes and Comments we mentioned that no eggs were to be purchased at the Dairy Farm in Kowloon on Sunday and Monday mornings and some orders for beef could not be executed. We remarked that this may have been due to some temporary cause, apart from the strike, and the Dairy Farm now informs us that this is the case. It was only a temporary shortage such as might occur at the branch of any business and we are assured that the Dairy Farm are in a position to supply both eggs and all kinds of meat for many months.

Among those who returned to the Colony to-day by the "s.s. Glenade" were Mr. A. Hicks, Editor of the Hongkong Telegraph, and Mrs. Hicks from home leave; Mrs. W. Logan, wife of Mr. W. Logan, the well-known broker, with Miss D. Logan and Mr. K. Logan; Mrs. Kenneth, wife of Mr. E. G. Kenneth of the Naval Yard; and Mr. Trevelyan, of Messrs. Armstrong, Whitworth and Company.

A Malay, named Ahmet Cassim, was sent to prison this morning for three months on the charge of stealing an acetylene lamp, a screw driver, a spanner and a pair of pliers belonging to Mr. Curtis of Kowloon. A detective stopped and searched the man in Nathan Road yesterday morning and took from him a parcel containing the articles. A confession was made by the prisoner at the Police Station to the effect that the lamp was stolen from a bicycle left outside the Kowloon Post Office. Subsequent enquiries proved that the owner of the bicycle was Mr. Curtis.

DEAN INGE ON THE TYRANNY OF CLOTHES.

Clothes, according to Dean Inge, are a cause of unredeemable waste. He told members of the Savage Club at the annual dinner that the average man who lived to old age wasted two years of precious life in putting on and taking off clothes. Women wasted ten years. People were always glad to escape from the restraints of civilisation by going into the country, by camping out and indulging in field sports.

light of recent Peking political history one can be forgiven for wondering whether China has not been given more than she can properly take care of. Will there ever be hopeful eyes turned to Canton? Peking is in sorry plight; Canton might be given a chance to prove itself.

ROUND THE TOWN.

By "Gadabout."

Although the Prince of Wales' visit is yet some way ahead, not much time is being wasted in getting ready for him. The special pavilion on the Colony's "best site" grows rapidly nearer completion every day. From a few bare poles it was not long before the site was covered with an intricate network of scaffolding and supports. Laths soon appeared on the bare poles and in next to no time the roof was all fixed up. Now the workmen are busy putting on the first coat of plaster and I notice also that the scaffolding is being erected for the triumphal arches round Status Square. A colleague suggested that it would have been far better to leave the Colony's "best site" as it was before. Let the Prince see the Colony as it really is, is his idea. One of the Colony's beauty spots has been defiled, he thinks, and our Royal visitor won't be able to see the Supreme Court (our best building) with the vilion in the way. Maybe he is right to some extent, but a place had to be built somewhere and the present site of the pavilion is as handy as any. The workmen's efforts have certainly not produced a thing of beauty so far, but Rome wasn't built in a day, and when the pavilion is finished it will look a great deal different to what it does now. His Highness' visit means a great deal of preparation, but Mr. Bird seems to be getting a hustle on with the work and I think we've got the right man in the right place.

When are we going to have larger and more up-to-date ferries from Hongkong to the mainland? Kowloon is growing every day and the passenger traffic across the harbour is always on the increase. The rush is so great at certain hours that the ferries are sometimes uncomfortably filled and a pal told me that he came over in a ferry yesterday at tiffin time when the passengers were packed so tightly as to make things a little worse than merely uncomfortable. They were packed like the proverbial herrings in a box, he said. The man at the gate saw that there was no more room and prevented any more people from passing through the entrance, but the closing of the entrance gate freed the exit and passengers in a hurry to get across succeeded in getting aboard by entering through this passage. The vessel was so full that it took a quarter of an hour to reach the opposite side, my pal tells me. I use the ferry fairly frequently and I've never seen any of the vessels as full as my friend described this particular one, but I don't live in Kowloon and have never crossed during the rush hours. Perhaps an extra man on the entrance during the rush hours would put a stop to this kind of thing or maybe somebody can invent a gate which will give better control.

The Ex-Active Service Men's Association certainly know what is wanted in the Colony and their smoker the other night bit just the right note. There were no stiff fronts. It was a free and easy gathering. They were all men who had seen service and a man who entered the room without knowing a soul was made to feel at home at once. If you wanted to speak to a man you spoke to him, whether you had been introduced to him or not. Perhaps he was a Number One or perhaps he was somebody's junior clerk on a couple of hundred bucks a month. You didn't care. He was one of the crowd. You would have gone up and chatted to him when he was in khaki, with two or three days' growth on his chin, a rent in his trousers and a couple of pounds of Flanders mud on his boots, and so you were just as free conventionally attired and sitting in peace and safety in the City Hall. And why not? We were all good pals over there, why should we become stiff and formal and can't speak without an introduction don't you know, because we have changed our uniforms for civies and are now in Hongkong? Mr. Teasdale Mackintosh, who presided, hit the nail right on the head when he referred to "that spirit of splendid isolation" that a peers in rule in the Colony. There is a spirit of loneliness amongst many young fellows straight out from home and something is wanted to show that we haven't quite forgotten the lessons we learned a few years ago. The Association on the right track. The best of luck to it.

DEATH OF INSPECTOR GORDON.

Well-known Police Officer Passes Away.

We regret to have to record the death of Inspector Alexander Gordon, of the Hongkong Police Force, which took place at Rome on Monday, telegraphic news of which was received in the Colony. Last night Inspector Gordon, who for several years had been in charge of the Water Police Station at Tsim Sha Tsui, was among the best-known and popular police officers of the Colony and the news of his death will be received with regret by a very wide circle of friends and acquaintances both in and out of the force.

The late Inspector Gordon, who was in his 43rd year, went home on leave just about a year ago. He had just previously had the misfortune to lose his wife and was in somewhat indifferent health when he left. A native of Banffshire, Scotland, he was forced to spend the majority of his leave in the south of England on account of suffering from sprain. Apart from the fact that he was known to have been unwell, the news of his death came as a surprise, for he was looking forward to returning to the Colony at a fairly early date.

First joining the police force as a constable in January 1897, just 25 years ago—the deceased was appointed Lance Sergeant in 1899 and full Sergeant in 1900. In 1911 he was appointed third class Inspector, gaining his second class in 1912 and first class in 1914. For the greater part of the period during the war he was in charge of the Water Police and in that capacity performed valuable duties. He was the possessor of several police decorations and was generally respected as a thorough and conscientious police officer.

EUROPEAN LADY MOLESTED.

A May Road Incident.

Mrs. Copperington, residing at No. 84 the Peak, has related to the office an exciting experience she had yesterday whilst walking along May Road.

She was near Tregunter Mansions yesterday afternoon, when a man, who had the appearance of being a coolie, came up from behind and made a determined attempt to snatch the handbag she was carrying. The attack was as sudden as it was unexpected, but retaining her presence of mind, Mrs. Copperington seized hold of the man, who broke away from her grasp, and ran down the road. Mrs. Copperington followed in pursuit and had overtaken the miscreant when he suddenly took a packet of pepper from his pocket and flung the contents in her face. Whilst she was suffering from the effects of the pepper, the man escaped.

This is the second attempt made within a month on European ladies walking on the middle levels. It will be recalled that Miss Holloway was lately the victim of a similar experience when walking down a path near Kennedy Road.

£30,000 MORE FOR LONDON TEACHERS.

Increased salaries totalling £30,000 a year were recently voted by the L. C. C. Education Committee to teachers.

SCIENTIST'S ESTATE.

Dr. A. M. Kellas, of Aberdeen, formerly of Regent's Park, London, who had conducted numerous experiments on the use of oxygen in overcoming breathing difficulties at high altitudes, and who died whilst engaged on the present Mount Everest expedition, left estate valued at £1,080.

Between Ourselves

By Robt. MacWhirter.

To-day is the anniversary of the birthday of Robert Burns, Scotland's greatest poet.

I don't think any other single nation ever took a poet to its heart as Scotland has taken its Burns. He is the Scottish nation and character in epitome. A great poet right enough, with a tremendous love for Scotland and there maybe you have in a nutshell the secret of Scotland's love for him.

Now I'm no' wanting you to think, having got a proper excuse for once in a while, that I'm going to throw my weight about and willy nilly stuff Burns into ye whether ye like it or no'. But really I would like ye to read his poems and if I might be permitted to say so, this wish applies wi' equal force to Scotsman and Southron alike. You'd maybe no' believe it but one of the two books I most often drag out of my wee bookcase is Burns; the other is the Bible. I'd like to see Burns' teaching no' so neglected to-day. Burns' teaching? Ay, and the Bible's teaching. Practical, literal Christianity is a rare thing in this world but the Bible remains and ever will remain the greatest of all books, shaping the lives of men and nations, even when they least expect it. And so wi' Burns. Through his philosophy of politics has not yet been translated into statutes of the realm, his love of freedom, independence and equality is as real to us as it was to him; it will always be wi' us because it is an essential part of us and when Scotsmen cease to love Burns they will be Scotsmen no longer.

Again and again I've heard it laid down that at this time of day there is nothing new to be said o' Burns. That I flatly deny and so if I'm on the short side to-day just you put it down to the fact that I'd rather leave it to others to eulogise our National Bard rather than keep on crawling about him myself. Man, Burns is over big a subject to be exhausted in the brief period of a century and a quarter. Besides, so long as fresh minds are forthcoming so will the Man, his Life, his Works, continue to strike them at new angles and from fresh points of view.

Perfidious Scots are apt to get right annoyed at any public mention of the Burns of the poor-living lewd, griling, free-spoken, rhaad old Scots peasant-world as Henley described him in his famous essay. Only reference to his human frailties are generally listened to wi' disfavour as was the case several years ago in Hongkong when Colonel John Ward gave what was perhaps the best "Immortal Memory" speech it has ever been my privilege to listen to. The newspaper reporters present on that occasion were appealed to to cut lots of it out and I blush even yet to think that exigencies of space got the blame for a lot of good matter that didn't appear in print. As Maurice Hewitt very well put it the other day in the *London Mercury*: "He (Burns) had character, individuality, a native dignity, an insight into the hearts of men and things, an incommunicable gift of melodious and consummate utterance, a passion which could lift him towering, as on strong wings—all that is nothing to the purpose when the purpose is to ascertain how he stood in relation to the life of his fellow-men, and everything to the purpose when the purpose is poetry and genius."

In other words it's no' Burns the man that counts in the least wee bit but his poetry, his songs, his message. And that message is still "advanced" even in these days of omnipotent democracy. Yet unlike many of the advanced thinkers of to-day he was a nationalist in whom there was no trace of fanaticism or separatism. Indeed he combined wi' his nationalism a wholesome internationalism that finds expression in the ardent and oft-quoted words:—

Then let us pray that come it may,
As come it will for a' that;
That sense and worth, o'er a' the earth,
May bear the greae and a' that.

YEE SANG FAT CO.

BIC



We have marked down
Our entire Stock at
**ROCK BOTTOM
PRICES**

SOMETHING
NEW
EVERY DAY

SOMETHING
DOING
EVERY MINUTE

YEE SANG FAT CO.

RIFLE SHOOTING.

Hongkong Rifle League.

H.M.S. AMBROSE v. ROYAL

ENGINEERS.

The above match took place
at Stonecutters, on Sunday the
22nd inst. Scores:—

ROYAL ENGINEERS.

Name.	200 yds.	300 yds.	400 yds.	Total.
Mr. Woolford	23	26	10	59
Mr. Loughbottom	23	29	12	64
Mr. Griggs	23	26	21	70
Mr. Redpath	23	28	23	74
Mr. Clarke	15	17	20	52
Mr. Townsend	23	24	26	73
Mr. Hayward	23	17	23	63
Mr. Newing	23	16	15	54
Total	528			

H.M.S. AMBROSE.

Mr. Kirk	23	18	19	60
Mr. Pitcher	29	30	32	91
Mr. Quantance	22	16	11	49
Mr. Linden	24	10	17	51
Mr. Parish	25	20	23	68
Mr. Nash	27	21	25	73
Mr. Cole	22	17	24	63
Mr. Newton	32	15	16	63
Total	519			

R. E. won by 9 points.
H.M.S. HAWKINS v. ROYAL
ENGINEERS.

At Stonecutters on Sunday.
Scores:—

Mr. Noss	30	30	29	89
Mr. Brooks	29	25	31	85
Mr. Hudson	30	28	26	84
Mr. O. Cocks	27	24	29	80
Mr. B. Gilley	32	23	22	77
Mr. O. Racknam	29	29	18	76
Mr. Bruce	27	22	25	74
Mr. O. Hamlet	25	22	24	71
Total	636			

ROYAL ENGINEERS.

Cpl. Townsend	28	24	26	78
Sergt. Redpath	26	28	23	77
Mr. Griggs	23	26	21	70
Q.M.S. Long-				
bottom	23	29	12	64
L. Cpl. Hayward	26	17	23	66
Spr. Newing	23	16	15	54
C.S.M. Woolford	25	26	10	61
Sergt. Clarke	16	17	20	53
Total	528			

H.M.S. Hawkins won by 108
points.

SCRATCH REGATTA.

V. R. C.'s Holiday Event.

The Second Scratch Regatta
under the auspices of the Victoria
Recreation Club will be held at
Black Boulder Point on Monday
next, when a launch will leave
Murray Pier at 9.30 a.m. Among
the events to be competed in an
open motor boat handicap, for
which post entries will be
received; and an open sailing
dinghy race for boats sixteen
feet in length and under. All
visitors will be welcomed, but
tiffin tickets should be booked at
the Club not later than Friday.

GOLF.

Bogey Pool Result.

The result of the Bogey Pool
competition played over the last
week-end at Fanling was:—
J. D. Kinnaird } tie 3 down.
R. Appel }
D. de B. Newcomb 4 down.

ON THE WATERFRONT.

Prince In-Command of Motor Vessel.

For the first time in the history
of the port a Prince of Royal
blood has arrived in charge of a
vessel. This is His Royal High-
ness Prince Axel of Denmark
who is in charge of the fine new
Danish motor ship Asia which
arrived at daybreak to-day and
is lying at Holt's Wharf. The
Asia is a handsome vessel on her
first trip here. She belongs to the
Det Ostasiatisk Kompagni, for
which Messrs. Mannes and
Backhouse are Hongkong agents.
She arrived from Copenhagen,
and proceeds to northern ports.
She is due to leave here on her
return to Europe on February
27th.

Prince's Axel is also visiting
the Colony for the first time,
though, with his bride, he visited
Singapore and Bangkok last year.
As a member of the Danish royal
family, he is of course a close
relative of Dowager Queen Alex-
andra. He entered the Danish
mercantile marine after his trip
East last year. Concerning
the event, the "Dolphin,"
the organ of the Imperial
Merchant Service Guild, re-
marked that during the war our
own merchant service, which
before had been practically
ignored, came into its own and
was rightly regarded as the fore-
most industry of the Empire.
Praise for the behaviour of officers
and men was lavishly bestowed
upon it, and service in it was
regarded as equivalent to that in
the Navy and Army. "As a
further mark of appreciation H.
R. H. the Duke of Connaught as-
sumed the rank of captain in the
Royal Naval Reserve, a force
formed exclusively from the
merchant service. In Denmark,
however, H.R.H. Prince Axel has
actually taken command of a
large merchant ship, and, on
notice of his appointment being
published, a letter was addressed
to His Royal Highness by the
Secretary of the Guild."

The Wenatchee's Passengers.

Amongst the passengers leaving
by the Wenatchee to-morrow are
the following:—

Mr. and Mrs. C. T. Bauman
who are going to Seattle. Mr.
Bauman is with the Standard Oil
Company.

Miss E. N. Stanton, secretary of
the Y.W.C.A. in New York, who
has been making a tour of
inspection in the Far East.

Rev. Mills J. Taylor and Mr.
T. C. Macmillan who are on their
return journey to Philadelphia
after a lengthy tour, which in-
cluded Egypt and Abyssinia, on
behalf of the American Foreign
Missionary Society.

Broken Machinery.

The M. B. K. steamer Sanji
Maru, which left yesterday
for Kobe, is returning with
broken machinery. Apparently
the damage is not great, for
the vessel is returning
under her own steam.

The Manji Maru.

Work on the stranded steamer
Manji Maru, is proceeding satis-
factorily we are informed. Strong
currents prevent the tug Takoo
from working more than three
hours a day but there seems little
doubt that that vessel be
salvaged.

Hoosier State's Passengers.

The Hoosier State, with her
Filipino crew, left to-day at noon.
Among her 130 passengers were:
—Captain E. I. M. Barrett, Mr.
H. W. Brooke, Mr. K. M. Cum-
mings and Mr. J. B. Ferrier, mem-
bers of the Shanghai Golf team.

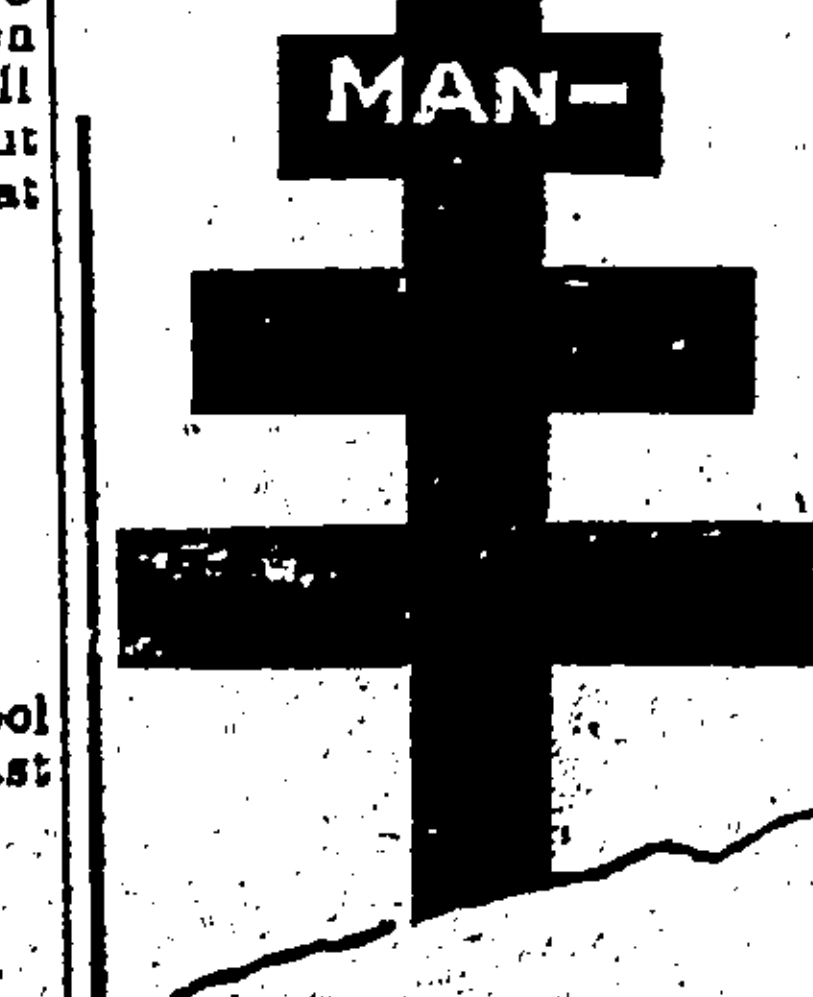
Mr. A. Hanson, of Messrs.

Burroughs Wellcome & Co., also
left for Shanghai, after a three-
months' business visit to the
South.

In Wireless Communication.

The following steamers were
in wireless communication with
the port at 2.30 p.m. to-day:—
Kiung Chow, Iwate Maru, Hai-
loong, Samarang Maru, Havana
Maru, Janus, Tatsuno Maru,
John Sanderson, Empress of
Russia, Aldabi, Taika Maru,
Argun Maru.

MAN-



DAIRY FARM NEWS.

BUTTER

OWING TO FALL IN PRICES

IN AUSTRALIA

we have reduced our

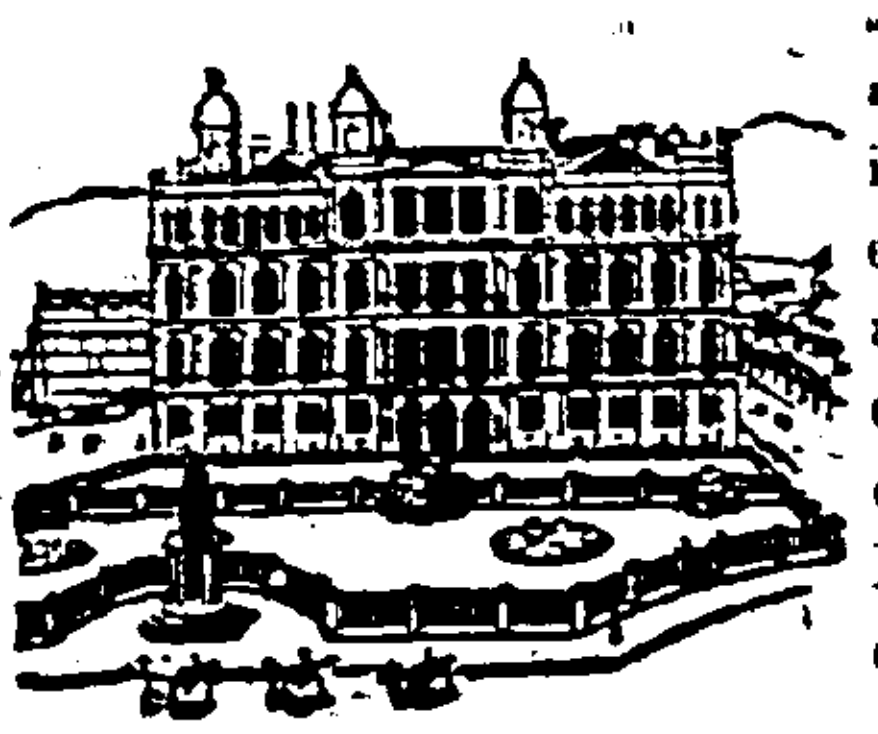
"DAISY" BUTTER to \$1.10 per lb.

"DIARYMAID" " 1.00 "

FURTHER REDUCTIONS ARE ANTICIPATED

The above two brands have no rivals on the market.

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"Once a user of our Paints,
always a user of our Paints,"
is the rule rather than the
exception. Our knowledge
and experience of the local
conditions enable us to
offer the very best Ready
Mixed Paints for all gen-
eral purposes.

Paints

Mixed Ready for Use.

ENGLISH MADE Packed in 7-lb. tins with handle, and 1-cwt. Drums

Stocked in Hongkong.

French Grey Light Green Dark Green
Signal Red Pea Green Black
Light Blue Dark Blue
Dark Royal Blue Pale Purple Brown
Ivory White Lead Colour
Also alluminium Paints in 1-pint Tins.

Send for Tint Card and Prices to—

Wilkinson, Heywood & Clark, Limited.

Incorporated in the United Kingdom

ALEXANDRA BUILDINGS, HONGKONG.

ITALIAN CONVENT

SCHOOL.

Prize Distribution.

The annual prize distribution
at the Italian Convent School
takes place this afternoon, Mrs.
Claud Severn kindly performing
the ceremony.

The annual report to be pre-
sented by the Correspondent
states:—

"That the Italian Convent
School is maintaining its position
in the forefront of School for girls
in the Colony is the gratifying
fact I have to report in connection
with the school year 1920-1921.

During last year, it is my pleasure
to place on record, Miss Lai Po-
chuen, who passed the Senior
Examination of the Hongkong
University in June last year,
successfully passed the Matricu-
lation Examination in December
last, and has since taken up a
course in the Faculty of Medicine
at the University. Both Miss Lai
and the School are to be congrat-
ulated on so signal a success and
upon the fact also that among the
first girls who are studying for
Diplomas of the University of
Hongkong is one from this School.

The daily attendance of the
school goes on increasing from
year to year. The comparative
figures are:

1920	1921
441	464

On the Roll
Present at official in-
spection

These figures speak for them-
selves. The highest enrolment
in any one month was attained
in the month of April, when the
pupils on the register numbered
510.

There is a working staff of 16
teachers (14 of whom are Euro-
peans and 2 local teachers), and
6 assistant teachers; of whom
two have already completed the
teacher's course of instruction at
the Technical Institute.

Mr. E. Ralph, Inspector of
English Schools, carried out his
annual inspection in December
last, and, generally speaking, he
was able to report favourably on
the working of the school, which
has again earned his award of

the highest grant under the

Code.

I have already referred to the
school's success at the Hongkong
University Examinations, as a
special feature in the school year.
Further details of the results
obtained at the University ex-
aminations are: 5 passes in the
Senior Examinations, one with
Honours, viz. Miss Ruby Ram-
john. Miss Aggie Ismail obtained
distinction in English. Eight
students passed the Junior
Examinations in December. Miss
Dolores Talmage obtaining Dis-
tinction in History, Geography
and Spanish, and Miss Tam Oi-
ngan distinction in Biblical
Knowledge.

The following are the awards
for the Scholarships tenable at
the Convent:—(a) Miss Eugenia
Cabaco, the Lugard Scholarship
for 1922-1923. The Lugard
Scholarship was founded by the
late Sir Horneumjee Mody. (b)
Miss Agnes Gill and Miss Aida
Chow, the Lady Ho Tung
Scholarships founded by Sir
Robert Ho Tung.

Miss Rosy Kwok and Miss
Idalina dos Remedios have won
the distinction of inscription of
their names on the Lugard Shield
presented by the Rt. Hon. Sir
Frederick Lugard, G.C.M.G., & C.
for integrity and unselfishness.

At the invitation of Lady
Stubbs, 30 pupils of the Italian
Convent gladly availed them-
selves of the opportunity to
join the Girl Guides under
the leadership of Miss Price.

The school's girls guides have
performed the ordinary drills and
the exercises according to re-
quirements which characterise
the practical utility of
this excellent organisation.

Sports have been held from time
to time in the Convent grounds
and, as usual, children from this
school have taken part at the
annual sports at Happy Valley
held under the auspices of the St.
Joseph's College Old Boys
Association.

VICTORY'S FUTURE HOME.

It is understood that Nelson's
flagship Victory is to remain
permanently in dry dock No. 2 at
Portsmouth, where she is to be
taken for survey.

J. T. SHAW

TEL 602

EVENING DRESS WEAR

— NEW STOCKS JUST —

— RECEIVED —

OF ALL THE ESSENTIALS

FOR SMART EVENINGWEAR

DRESS	TIES	DRESS	COLLARS
"	SHIRTS	"	GLOVES
"	VESTS	"	SOCKS
"	PUMPS	"	OXFORDS
SILK	SCARVES	"	STUDS

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"THETA"

PURE WOOL

UNSHRINKABLE

UNDERWEAR

IN ALL WEIGHTS.

"THETA" Underwear is beautifully soft and non-
irritating, and offers the best value obtainable.

WE INVITE INSPECTION.

The following Ports have been added to our list.

CALDBECK'S ROYAL TAWNY

\$43 per case duty paid

GUIMARAENS CROWN VINTAGE

\$48 per case duty paid

GUIMARAENS DRY WHITE PORT

\$40 per case duty paid

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15, Morrison Hill Road.

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BETTER SOUP & PUDDINGS

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OF

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STARS, EGG NOODLES &c.

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THE KING OF WATER PAINTS

Its brilliancy, durability, and high distemper-
ing qualities make it the most valuable for
our home or office.

Handled by all Contractors and Painters.
Write for our prospectus or "How to Decorate"
and "How to Buy" to—

WILLIAM C. JACK & CO., LTD.

Sole Agents
Hongkong & South China

Wraps Are Wide at the Hem.

THE woman who owns a costly wrap which narrows in at the hem and tightens the line about the knees may well cry: "Woe is me."

Wraps are costly unless they are too cheap to be entirely successful, and the woman who has put much of her last year's money into something that meant privation—which means that she bought a wrap of expensive material trimmed with fur—is aghast when she finds that the narrow hem is a thing of the past.

Every woman knows the type of wrap which has dominated the world for several years and which continued to be worn until the month of June. Few of the women now wrap the cape about their figures. They permitted it to hang in straight lines from the shoulders, leaving the arms free.

SHORT WRAPS IN FASHION.

No woman need object to following the advice to cut off the hem. It will not spoil the wrap, and possibly the dressmakers had this idea in mind when they put so many short wraps on the markets of the world.

As a rule they care less for economy than any other race of workers, except the milliners, so when one credit them with altruistic motives, one is probably being optimistic without reason.

The conclusion of the whole question is that women must cut off the narrow hems of their wraps, buy new wraps, or go about in a garment which, whatever its warmth and price, is not reckoned among things fashionable.

As few women have the courage to continue wearing clothes which

the garment to ripple freely around the knees than it is to fit in the V-shaped neckline.

If economy is the watchword, there is a piece of advice to be given to a woman on the subject of this V-shaped neckline. The surplus collar can be lifted and the opening filled in with a tiny vest effect of the material of the wrap, or of the fur. The immense high collar, rolling back on itself and caught under the chin can be fashioned also of the fur or the cloth.

Of course this requires work. The coat may be worth it or it may not. Each woman is her own judge and jury in that case.

SATIN WRAPS.

A heavy black satin coat which is trimmed with monkey fur, continues in fashion in London as

the skirt. It fastens straight up the front and is finished at the neck with a wide, upstanding collar of monkey.

Rodier's black silk broadcloth, also the fabric known as perleline are both used for the average wrap and velvet is chosen for capes that are to see service in the afternoon and evening.

Callot advises a plain, velvet cape in any colour for the evening, which may serve for afternoon gaieties as well. This does not offer the cape to those who have the money to buy gorgeous things of brocade and fur, but it is offered to those patrons who have not much money to spend, yet who insist upon doing the right thing in clothes.

Callot's advice is for a midnight blue velvet cape which drops well below the knees and ripples at the hem, in which the arm opening is left to the judgment of the wearer. This cape is finished without fur and the owner wears a large fur scarf or neckpiece of any kind over the plain edge of the velvet neckline.

It is interlined for warmth, then lined with plain or ray figured satin; the latter is preferred by the dressmakers.

THE COAT AND CAPE IN ONE.

None of the masters of dress have obliterated the fashion of placing a wide cape as a background to a coat or a frock.

Justice should be given to the newer movement of the fashion, however, as the capes of the hour are wide. The capes of last spring were narrow and fell in ripples from shoulder to waist like an immense handkerchief, whereas the new cape is cut as a part of the coat. When the wearer spreads out her arms, the cape forms a square background. It hangs to the knees at the back and, passing over the arms to the front, it forms a square sleeve.

The French have made an exceptionally striking coat in this fashion. It is of dark blue broadcloth trimmed with grey astrachan.



Evening gown of grey velvet trimmed with steel and jet fringe, which forms a long cape at the back.



Cape coat of blue velvet trimmed with grey astrachan. Steel and jet heads are fastened in a cross pattern over the coat and the cape is lined with grey.



Black velvet gown trimmed with white fur; the cape is lined with white.



Coat of black satin with high collar and cuffs of monkey. There is a draped cape in the back which forms one sleeve.

The new cape is wide across the shoulders and hips and narrowed to the irreducible minimum at the hem. Possibly it had short sleeves in its voluminous sides, or she may have wrapped it about the waist with her arms inside, but whatever she did with the fullness, and however she managed her hands, she did not neglect to hobble herself with it below the knees.

How is she going to unobscure herself, if one may coin that word? The dressmaker's answer to that question is simple: "cut it off." This answer may ease the minds of women who feel that they have not the money to put into a new and costly wrap.

cause the eyes of other women to glance at them with a touch of pity, they will avoid the latter.

ANOTHER LINE OF DEPARTURE.

This cutting off of a wrap to make it fashionable is not as easy as it sounds. After one eliminates the tightness of the hem there is the neckline to consider.

Wraps go straight to the chin these days. That wonderfully attractive movement of fur or material called the surplus collar, which enveloped the shoulders of women last year, has been replaced by a straight, high collar of fur that fastens at the chin.

How will a woman arrange this neckline? Again she will cry: "Woe is me!" It is easier to cut off the tight hem and permit

well as Paris and was exploited in the new wraps at the automobile races at Longchamp, exactly as though it were a new fashion.

This wrap has a curious movement to it. The hem is gathered to the lining and runs in a long, zigzag line from left to right. At the right it reaches to the wrist, at the left it drops to the hem of

an and embroidered with steel and nail heads, arranged in a trellis design.

It is worn with a one-piece frock of dark blue cloth, but it can be used for several gowns.

There is a new black velvet gown worn in Paris which has this cape attachment lined with white velvet. The gown itself is

after the closely draped kimono model which is in direct opposition to the wide skirts of the Second Empire.

This frock is trimmed with white fur in the accepted manner, which means a high, loose collar and a wide, loose cuff. The cuffs on this frock are quite moderate in size, however, as they look like little sisters of the rich.

The woman who wears the gown in Paris carries a white fur muff, and adds to it a black velvet hat with a quill of white velvet.

EVENING GOWNS CONTINUE THEIR CAPES.

The evening gowns imitate the afternoon gowns in carrying their own capes. They are not of tulle in sea colours, such as Molyneux introduced last February, but they are of fringe made of metal beads.

There is a grey velvet gown which has a simple bodice and an overskirt—if one may call it that—which is like an Egyptian ornament for it consists of fringe made of jet and steel beads that hangs to the ankles and begins in a broad hip girdle.

TO-DAY'S SHARE QUOTATIONS.

Stock Exchange. - Sharebrokers' Association.			
Banks.			
H.K. & S. Bank	b. 750	b. 750	
H. 235 paid	b. 735	b. 735	
k. of E. Asia b. Old 105 New 102	b. 105	b. 105	
Marine Insurances.			
Cantons	n. 440	a. 440	
North Chinas	n. 144	n. 144	
Union	n. 238	s. 238	
Yankee	a. 25	s. 25	
Far Eastern	b. 23	n. 23	
Fire Insurances.			
China Fire	b. 125	b. 125	
H.K. Fire	b. 370	b. 370	
Shipping.			
Dongassee	n. 40	n. 40	
H.K. Steamboats	n. 37 1/4	a. 37 1/4	
Indos (Prof.)	b. 36	s. 36	
Indo Def. Lon/Reg.	n. 263	n. 263	
Indo Def. H.K. Reg.	n. 260	s. 250	
Shells	a. 87 1/2	s. 88 1/2	
Ferries	b. 35 1/4	b. 35 a. 36	
Refineries.			
Sugars	s. 150	a. 140	
Malabons	n. 48	n. 48	
Mining.			
Kailans	s. 75 1/2	n. 75 1/2	
Langkats	n. 10 1/4	n. 10 1/4	
Shanghai Loans	n. 10 1/4	n. 10 1/4	
Shai Explorations	n. 10 1/4	n. 10 1/4	
Raubs	b. \$1	b. 1.20	
Tronchs	b. 22 1/2	n. 22 1/2	
Ural Caspians	n. 11 1/2	n. 11 1/2	
Benguet Con	p. 1.95	n. 1.95	
Docks, Wharves Godowns, &c.			
H.K. Wharves	b. 93 a. 93 1/4	n. 93	
K. Docks	b. 160	a. 161	
Shai Docks	a. \$105	a. 103	
N. Engineerings	n. 83 1/4	n. 83 1/4	
Lands, Hotels & Buildings.			
Centrals	b. 147	b. 147	
H.K. Hotel	b. 22 1/4	a. 23	
H.K. Lands	b. 214	s. 215 a. 214 1/2	
H'phreys Est.	b. 10.90 sa. 11	b. 10.90	
K'loon Lands	b. 48	n. 46	
L. Reclamations	b. 180	b. 178 a. 185	
West Points	a. 54	n. 54	
Cotton Mills.			
Ewos	sa. \$18 1/4	n. 18 1/4	
Oriental	n. 14	n. 14	
Shai Cottons	n. \$140	n. 140	
Miscellaneous.			
Cements	b. 25	b. 24.80 sa. 25	
China Light old	b. 12	b. 11.50	
China Light new	b. 13 1/4	a. 13 1/4	
China Provident	b. 24 1/4 sa. 24 1/2	s. 25	
Dairy Farms	n. 25 1/2	a. 24 1/4	
Electric H.K.	n. 50	n. 50	
Electric Macao	n. 35	n. 35	
H'kong & Canton Ice	n. 13.60	n. 13.60	
H.K. Tramways	s. 9.70	a. 9.70	
Peak Trams, old	b. 1.20	b. 1.20	
Do. new	n. 11 1/4	b. 11 1/4	
Steam Laundries	b. 17 1/4	a. 17 1/4	
Steel Foundries	b. 9.50	a. 9.45	
Water-bus	b. 21	n. 21	
Watsons	b. 27	n. 27	
Wm. Powells	b. 27	n. 27	
Wisnams	b. 27	n. 27	

LOVE TRAGEDY AT THE "ZOO."

Sun Bear Eaten By His Cousin.

A touching little tragedy has been enacted on the Mappin Terraces at the "Zoo."

The victim is "Jack," the little Sun Bear, who was discharged from H.M.S. Malaya as a result of his troublesome ripping propensities.

Solitary confinement did not reform "Jack," who proceeded to vent his rage upon his cage in the Small Cat House.

As it looked as if he would reduce this to ruins, he was transferred to an inner den on the Mappin Terraces, strongly barred by stout iron cross-rails capable of withstanding the strength of much greater bears than he.

The keeper under-estimated "Jack's" extraordinary ingenuity; for, next morning, when he entered the adjacent outdoor enclosure used by "Doris," a large Syrian bear, he found "Jack" sitting alongside his big cousin, looking ridiculously diminutive by comparison.

Amazing as it may appear, "Jack" had managed to get through the crossbars of the door, though the apertures are only 5 inches square.

The keeper put "Jack" back in his den and again locked the door. Next day it was found that the little "Houdini" had not only succeeded in repeating his exploit, but, spurning the ample rambling facilities afforded by rocks, had entered the den next door, where "Doris" was confined for the night, in the same manner as he had got out of his own.

It was evident, therefore, that "Doris" was the attraction, and, as the two appeared to get on well together, and "Doris" provided warmth—sadly missed by "Jack" he after leaving the heated Cat House—they were not again separated.

CHINESE MINISTRY OF JUSTICE.

Dr. Wang Chung-hui's Refusal.

A Peking report states:—Dr. Wang Chung-hui has refused to accept the position of Minister of Justice, according to a telegram from Washington reported by the Peking Shun-tien-shih Pao.

He has requested that the Government recall the mandate appointing him to the position.

The reason that Dr. Wang has decided to refuse the Cabinet position is because the reforms of the Judiciary that he has asked for many times have never been carried out by the Peking Government. He has desired to make the Chinese Judiciary independent and has submitted many memorandums to that effect, according to the report, and thus far the Government has ignored them all, and Dr. Wang feels that it is impossible for him to accept a position in which he will be able to accomplish nothing.

"GIANTS" PAY \$75,000 FOR COAST OUTFITTER.

Charles O'Connell of the San Francisco club in the Pacific Coast League, has been signed on by Manager J. J. McGraw of the New York Giants. The price paid for the outfielder was \$75,000, said to be the highest figure ever given for a player taken from minor league company. O'Connell will play with the San Francisco team next season, joining the Giants in 1923.

What they quarrelled about will never be known, but, the next morning, "Jack" was discovered dead. The greater portion of his body had been eaten by "Doris." Even his skin is of little value, it having been punctured and ripped all over by the great claws of the Syrian cannibal.

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day.

Vessels Arrived.			
Vessel	Agents	From	Mooring
Kiangchow	B & S	Bangkok	B 12
Kamsang	J.M. & Co.	Calcutta & Singapore	Wharf
Cadara	Admiral Line	Singapore	C 44
Asay Le Rideau	M.M. Co.	Marseilles & Haiphong	A 25
Taitano M.	N.Y.K.	Yokohama & Moji	Wharf
Soho M.	U.S.S.	Tokyo & Swatow	B 35
Kocho M.	Y.K.K.	Calcutta & Saigon	Stonecutters
Nichiei M.	Y.K.K.	Keelung	C 43
Clearances.			
Vessel	Agents	Where Bound	Departure.
Kaijo M.	O.R.K.	Swatow & Keelung	24th Jan.
Lake Farrar	Admiral Line	Singapore	24th Jan.
Hosier State	P.M.S.S. Co.	Shanghai & San Francisco	25th Jan.
Asay Le Rideau	M.M. Co.	Shanghai & Yokohama	25th Jan.
Taitano M.	Kwang Nguan Sang	Bangkok	25th Jan.
Impending Departures.			
(Compiled from our Shipping Advertisements.)			
Vessel	Agents	Destination	Sailing Date
Tracer	B & S	Antwerp	24th Jan.
Eurylyra	B & S	Liverpool	24th Jan.
Tjiluwong	J.C.J.L.	Sourabaya	24th Jan.
Mohima M.	N.Y.K.	Port Said	24th Jan.
Eurylyra	P & O	Amoy	24th Jan.
Taitano M.	N.Y.K.	Kanton	24th Jan.
Robert Dollar	R.P. Co.	New York	25th Jan.
Samarang M.	Nanyo Y.K.	Batavia	25th Jan.
West Chopaka	S & D	San Francisco	25th Jan.
Matsang	J.M. Co.	Sandakan	25th Jan.
Fookan	J.M. Co.	Calcutta	25th Jan.
Yensan	J.M. Co.	Manila	25th Jan.
Huangang	J.M. Co.	Swatow	25th Jan.
Washing	J.M. Co.	Shanghai	25th Jan.
Hopang	J.M. Co.	Bangkok	25th Jan.
Kwaiang	J.M. Co.	Shanghai	25th Jan.
Taitano M.	J.M. Co.	Hobbs	25th Jan.
Chang	B & S	Bangkok	25th Jan.
Lian	B & S	Peking	25th Jan.
Kingyan	B & S	Singapore	25th Jan.
Singao	B & S	Shanghai	25th Jan.
Taitano M.	B & S	Tsingtau	25th Jan.
Shanghai	B & S	Tsingtau	25th Jan.
Taitano M.	B & S	Tsingtau	25th Jan.
Kaufang	B & S	Haiphong	25th Jan.
Sankang	B & S	Shanghai	25th Jan.
Shanghai	B & S	Cheloo	25th Jan.
Taitano M.	B & S	Australia	25th Jan.
Gleady	J.M. Co.	Hamburg	25th Jan.
Arakan	P & O	Kobe	25th Jan.
Bay State	J.C.J.L.	Java	25th Jan.
City of Dabham	Ad. Line	Manila	25th Jan.
Cycle	Bank Line	New York	25th Jan.
Proteridans	B & S	Antwerp	25th Jan.
Wakana M.	N.Y.K.	Vancouver	25th Jan.
Siberia M.	N.Y.K.	Colombo	25th Jan.
Kaga M.	N.Y.K.	San Francisco	25th Jan.
Kashim	P & O	Japan	25th Jan.
Taitano M.	P & O	Antwerp	25th Jan.
Taitano M.	P & O	Rangoon	25th Jan.
Japan	P & O	Kobe	25th Jan.
Nippon	B & S	Yokohama	25th Jan.
Cherbon M.	Nanyo Y.K.	Japan	25th Jan.
Kaga M.	N.Y.K.	Japan	25th Jan.
Pyrmas	B & S	Japan	25th Jan.
Nile	C.M. Co.	Batavia	25th Jan.
Kaiser Dollar	A.D. Co.	New York	25th Jan.
Chang	B & S	Australia	25th Jan.
Shanghai	J.C.J.L.	Shanghai	25th Jan.
Singao	J.C.J.L.	Manila	25th Jan.
Taitano M.	J.C.J.L.	Japan	25th Jan.
Taitano M.	J.C.J.L.	Singao	25th Jan.
Taitano M.	J.C.J.L.	Japan	25th Jan.

Impending Arrivals.

(Supplied by our Advertisers.)

Kochgar	P & O	Singapore	7th	
Estimé Hall	Black Line	New York	26th	
Empress of Russia	G P S Ltd.	Yokohama	27th	
Janus	P & O	Calcutta	27th	
Jeypore	P & O	Bombay	22th	
Wakam M	N Y K	Kobe	28th	
Khiva	P & O	Colombo	30th	
Marathon	N Y K	Birkenhead	31st	
Kaga M.	N Y K	Bombay	31st	
Bismarck	G L C	Singapore	31st	
Kame M.	N Y K	London	1st	Feb.
Tenryo M.	T K K	Yokohama	1st	
Taida	P & O	Calcutta	7th	
Lahore	P & O	Bombay	7th	
Lahore	P & O	Bombay	7th	
Tokoro M.	N Y K	Antwerp	8th	
Calcutta M.	N Y K	Calcutta	11th	
Dacca Castle	D & Co.	New York	12th	
Iro M.	N Y K	London	13th	
Devasah	P & O	London	27th	
Boston Castle	D & Co.	New York	E. of March	
Pathan	D & Co.	Liverpool	E. of March	

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From	Due	From	Due
Hongkong	Vancouver	Canada	England
Montreal	Feb. 8	Mar. 1	Mar. 17
Yokohama	Feb. 23	Mar. 15	Mar. 31
Kobe	Mar. 10	Apr. 10	Apr. 22
Nagasaki	Mar. 25	Apr. 15	Apr. 22
Shanghai	Apr. 5	Apr. 25	May 12
	Apr. 20	May 8	May 12

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"THE PATHWAY OF THE SUN."

Steamers	Tons	Leave Hongkong	Leave Yokohama
YENYU M.	20,000	Jan. 31	Feb. 29
YENYU M.	22,000	Feb. 11	Mar. 8
YENYU M.	20,000	Feb. 24	Apr. 4

Calling at Dairen and omitting call Shanghai.
Calling at Dairen. Call at Keelung.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA MANILA, JAPAN, HONOLULU, HILO, SAN FRANCISCO.
SAN PEDRO, SALINA, CBUZ, BALBOA, CALLAO,
MULLENDO, ARICA & IQUIQUE.

Steamers	Tons	Leave Hongkong
GINYO MARU	15,500	Feb. 26th
ANYO MARU	18,500	Mar. 31st
SEIYO MARU	14,000	May 13th

For full information regarding passengers, freight, and sailings apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD
TO LOS ANGELES & SAN FRANCISCO.

"WEST FARALON" ... 13th February.

Also, cargo accepted for transshipment at San Francisco
to weekly sailings forNEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,
PHILADELPHIA, NEW YORK & BOSTON.Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.

HONGKONG OFFICE—1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3068.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART
MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan
Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	For	Sailing on or about
ALDABI	Amsterdam, Rotterdam & Hamburg	10th Feb.
THIONDARI	Rotterdam, Amsterdam & Hamburg	10th Mar.
ROTTI	Amsterdam, Rotterdam & Hamburg	10th Apr.
	Rotterdam, Amsterdam & Hamburg	10th May.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,
York Building.

PACIFIC SHIPPING.

DOLLAR LINE

ON THE BERTH FOR

NEW YORK via Suez.

S.S. "Robert Dollar" Jan. 26.

S.S. "Esther Dollar" Feb. 5.

S.S. "M. S. Dollar" Mar. 4.

SAN FRANCISCO, SEATTLE
and VANCOUVER.

S.S. "Harold Dollar" Mar. 5.

S.S. "Bessie Dollar" Mar. 17.

For Rates and Particulars Apply to
THE ROBERT DOLLAR CO.
3rd Flr. Gen. Post Office Bldg. Tel. 775 & 793Operating following U.S. Shipping Board Steamers.
PASSENGER & FREIGHT SERVICE.

For SEATTLE & VICTORIA, B.C.

Via Shanghai, Kobe and Yokohama.

Sails	From Hongkong	Arrive Seattle
S.S. Wenatchee	Jan. 26	Feb. 14
Bay State	Feb. 9	Feb. 28

MANILA SERVICE.

S.S. Wenatchee ... Jan. 30.

Bay State ... Jan. 30.

Through Bills of Lading issued to Overland common points
Passengers and Freight Particulars, apply to

THE ADMIRAL LINE

5th Floor, Union Building. PASSENGER OFFICE.
Telephones 2477 & 2478. Queen's Bldg. 2, Ice House St.PACIFIC STEAMSHIP CO.
REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.

S.S. LAKE FARRAR January

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Union Building. PASSENGER OFFICE.
Tel. 2477 & 2478. Queen's Bldg. 2, Ice House St.

SERVICE TO NEW YORK.

NEW YORK and/or BOSTON
via PANAMA.

S.S. SATSUMA 20th February.

for freight space and particulars apply to:-

BARBER STEAMSHIP LINE INC.
THE ADMIRAL LINEAGENTS.
Telephones 2477 & 2478. 5th floor, Union Building.KONINKLYKE PAKETVAART MAATSCHAPPIJ.
(Royal Packet Navigation Co. of Batavia)
THE STEAMSHIP:

"VAN CLOON"

will be despatched to
Singapore & Belawan Deli direct.This vessel offers excellent cabin-accommodation for saloon
passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN

Telephone No. 1574.

Agents.

PACIFIC SHIPPING.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

FAST FREIGHT AND PASSENGER STEAMERS.
"NANKING" "NILE" "CHINA"Trans-Pacific Service
HONGKONG TO SAN FRANCISCO.

via Shanghai, Japan Ports and Honolulu.

S.S. CHINA Feb. 20th. at noon.

Java Service

HONGKONG TO SINGAPORE & BATAVIA

S.S. NILE

February 3rd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.
Cargo accepted on Through Bills of Lading for transshipment at San
Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, GENERAL AGENT

PRINCE'S BUILDING, ICE HOUSE STREET.
TELEPHONE, PASSENGER DEPT. TEL. PASSENGER DEPT. & AGENT.
No. 1934. No. 2161.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNN" LINE

(Ocean S. S. Co., Ltd. & China National S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong:

"CITY OF CAMBRIDGE"	via Suez Canal	26th January.
"CITY OF DURHAM"	via Suez Canal	30th January.
"KERMUN"	via Suez Canal	10th February.

† Calls at Boston if sufficient inducement offers.

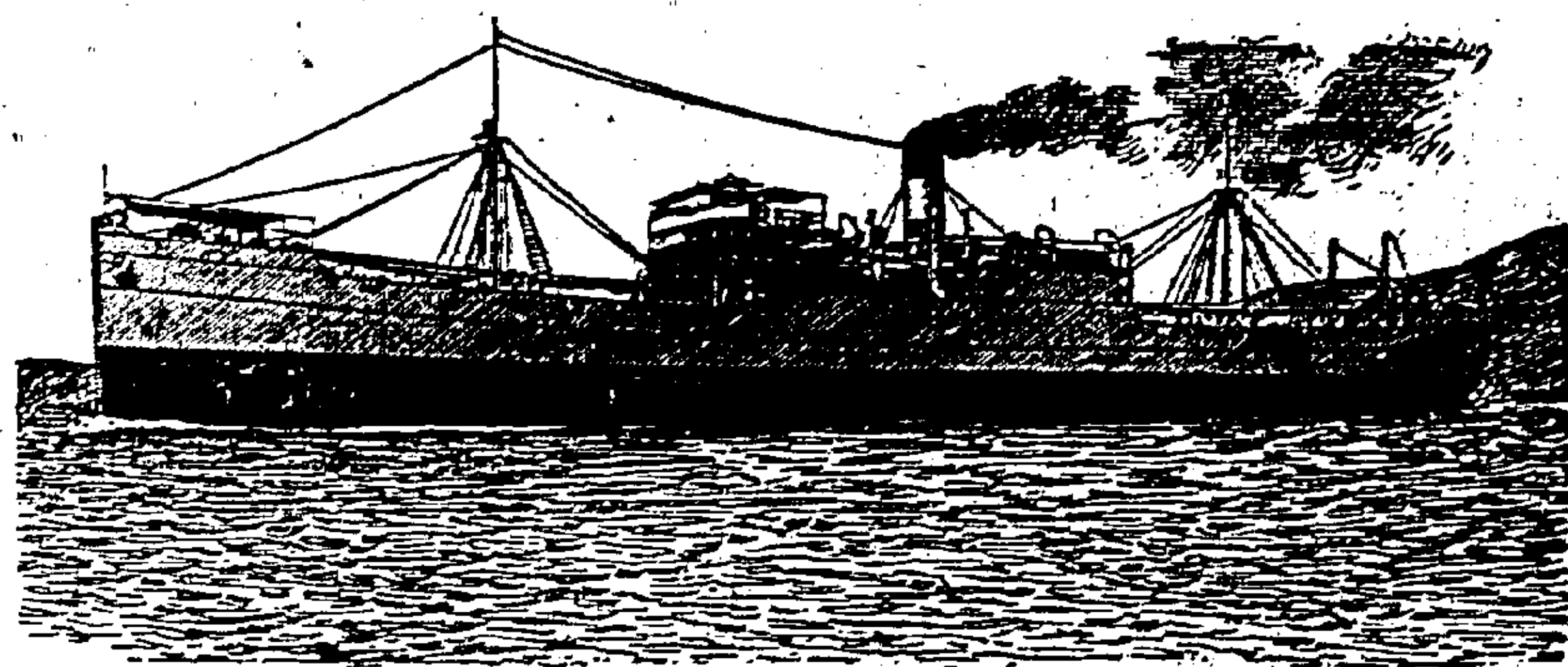
Summers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply toBUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

UNCLAIMED TELEGRAMS.

Mr. Dongfuo 334 Queens Road, from Shanghai.
Loo Wan Lam H.K. Motor Car Co. from Shanghai.
Likwaileong Garner Quelch, from Shanghai.
Chunpachet 8 Babinon, from Nagasaki.
Chanyingpor Caine Road, from Tientsin.
Yiktaichauk, from Shanghai.
Kwongchungcheong, Chinkian.
TH. KRING Superintendent, Hongkong, Jan. 19, 1922.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1, A.B.C. Fifth Edition. Engineering, First and Second Editions.
Western Union and WatkinsDock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians

S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.: 5,195 ton gross

Built and engaged by The Hongkong & Whampoa Dock Co., Ltd.
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc. M.I.N.A., TOWLOON DOCK, HONGKONG

COMMERCIAL NEWS.

INDUSTRIES IN CHINKIAN.

The Yi Chen Flour Manufacturing Co., was formerly located east of Kingshanbo, Chinkian, where it was established in 1917. With a capital of \$300,000, it was later transferred to Chin Koo. 300 employees were employed in thirteen mills. The daily output amounted to 2,000 sacks. Owing to the recent increased price of wheat and the consequent decreased demand, the operations of the Company suspended last March. It is now reported that the machinery is under repair, and that work will recommence shortly.

the Chambers for consideration.

SCOT V. OIL.

Mr. Summers Hunter, of the North Eastern Marine Engineering Company, Limited, of Wallasey and Sunderland, is not quite so convinced that the steam-driven, coal-fired vessel has had its day, as are some of the enthusiasts for oil fuel and internal-combustion engines. Coal, he says, is identified with the prosperity of Great Britain and the British Empire, but its value has been depreciated by the competition of oil as a motive power. The recent coal strike gave oil its opportunity, and it now remained to be seen whether coal would continue to be the basis of the wealth of the country and the Empire. He believed that it would, and that, given cheaper coal, the industry would regain its pre-eminence. This pre-eminence had been shaken recently, but he did not think the future of coal was seriously prejudiced. If it were, the industrial supremacy of the Empire would be shaken to its foundations. The day of the coal-burning steam engine was not over. The future of ship propulsion depended on economy, and the most economical method would be sought out by shipowners. That there are shipbuilders, as well as shipowners, who are not so engineers, who are inclined to be restrained in their opinions regarding the passing of coal and steam is evident from the cautious policy which they are all pursuing. A great deal has been said about the advantages of oil as a fuel in shipyard furnaces, and we have had some interesting references to the use of gas in the same capacity. In each case there is no denying the efficiency of the newer methods, but we are sometimes apt to forget that we are living in a period of dear coal, and that, in anticipating the future of other heating agents, we must compare them with coal at its cheapest, and not at its dearest. We must also remember that gas is produced from coal, and that, therefore, its cost must always fluctuate with that of coal. So while the new agents are of extreme importance, and may some day have influences of a revolutionary character, coal is still the basis of our shipbuilding and engineering industries, as well as of steel-making and general manufactures. The time has not yet come when shipyards, at any rate, can afford to do without it.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA. APCAR

ANCH

EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TRADE & BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KASHMIR	3,900	1st Feb.	M'les, London & Antwerp
NAGOYA	7,000	15th Feb.	M'les, London & Antwerp
DUNERA	5,400	23rd Feb.	S'pore, Colombo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,300	1st Feb.	C'ta via S'pore, P'ang, R'goon
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	6th Feb.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

KASHGAR	9,000	31st Jan.	Shanghai & Japan.
JANUS	4,824	29th Jan.	Shanghai & Kobe.
JEYPORE	5,300	1st Feb.	Shanghai & Kobe.

Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Passes measuring not more than 3 1/2 ft. X 1 1/2 ft. will be received at Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO

22, Des Voeux Road Central.

Agents.

N. Y. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

FUSHIMI MARU	Wednesday, 8th Feb.	at 11 a.m.
KATORI MARU (Nagasaki direct)	Saturday, 4th Mar.	at 11 a.m.
KASHIMA MARU (Nagasaki direct)	Friday, 24th Mar.	at 11 a.m.
MARSEILLES, LONDON & ROTTERDAM	via Singapore, &c.	
SADO MARU	Saturday, 11th Feb.	at 11 a.m.
KITANO MARU	Friday, 17th Feb.	at 11 a.m.
HAMBURG via LONDON & ROTTERDAM.		
MATSUMOTO MARU	Tuesday, 7th February.	
LIVERPOOL, via MARSEILLES.		
MALACA MARU	Thursday 9th February.	
SYDNEY & MELBOURNE via Manila, &c.		
AKI MARU	Tuesday, 14th Feb.	at 11 a.m.
NEW YORK via PANAMA & CUBAN PORTS.		
TAKETOYO MARU	Middle of February.	
NEW YORK via Suez.		
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.		
KANAGAWA MARU	End of March.	
BOMBAY via Singapore, Penang & Colombo		
WAKASA MARU	Tuesday, 31st January.	
TOKUSHIMA MARU	Friday, 10th Feb.	
CALCUTTA via Singapore, Penang & Rangoon.		
PENANG MARU	Saturday, 11th February.	
NAGASAKI, KOBE & YOKOHAMA.		
TANGO MARU	Friday, 17th Feb.	at 11 a.m.
SHANOHAI, KOBE & YOKOHAMA.		
KAGA MARU	Tuesday, 31st Jan.	
MAYBASHI MARU (Calling Moji)	Wednesday, 1st Feb.	
KAMO MARU	Thursday, 2nd Feb.	at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

K. H. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibana	Java	in port	—	Saigon
Tjibong	Amoy	in port	—	Java
Tjibodas	Java	28th Jan.	—	Japan
Tjibanoek	Java	29th Jan.	—	Amoy/S'hai
Tjibini	Java	4th Feb.	—	S'hai/Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-Indies and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	From
Arakan	S.F. Japan	in port	—	Java
Salcer	S.F. Japan	30th Jan.	—	Java
Simatoer	Java	4th Feb.	—	S.F. Manila

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.REGULAR SAILINGS TO NEW YORK & BOSTON
FOR NEW YORK VIA SUEZ.S.S. "DACRE CASTLE" Sailing on or about 18th Feb.
"BOLTON CASTLE" via Suez sailing middle of March.**LLOYD TRIESTINO.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "TRACIA" Sailing beginning of February.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRACIA" Sailing on or about 2nd half of February. Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	in port	27th Jan.
CHANGSHA	about 31st Jan.	about 3th Feb.

These dates cannot be relied on.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

FREIGHT & PASSENGER SERVICE
FAR EAST/UNITED KINGDOM & CONTINENT.

Steamers	Sailing
City of Boston	23rd Jan. London, Rotterdam & Hamburg
City of Manchester	10th Feb. M'les, London R'dam & H'burg
City of Manchester	10th Feb. M'les, L'don, R'dam & H'burg
City of Simla	Middle of Mar.
City of Calcutta	10th May

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENADE"	24th January.
"GLENAMORY"	31st January.
"GLENLARA"	18th February.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENNAVY"	20th Jan. GENOA, L'DON, R'DAM & H'BURG.	
"GLENLUCE"	10th Feb. L'DON, R'DAM, W'ERF & H'BURG.	
S.S. "GLENSHANE"	23rd Feb. GENOA, M'LES, L'DON & H'BURG.	

Movements are subject to change without notice

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS

THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3496.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow Hongkong	Fri. 27th Jan.	at noon.
MANILA	Yuen-sang	Jan. at 3 p.m.
YOKOHAMA & Kobe	Kwai-sang	Jan. at 5 p.m.
T'PAU via S'hai & S'hai	Waishang	Jan. at 10 a.m.
HAIPHONG via Hoibow	Tai-sang	Jan. at 10 a.m.
BANGKOK	Hopsang	Jan. at 10 a.m.
SANDAKAN	Mansang	Jan. at noon.
STRAITS & Calcutta	Fook-sang	Jan. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fook-sang" will be despatched on or about Friday, 27th Jan., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & CHEFOO	Shuntien	27th Jan.
SWATOW & BANGKOK	Chengtu	Jan.
SHANGHAI	Seichuen	Jan.
SWATOW, SHANGHAI & PUKOW	Tan	Jan.
SWATOW, SHANGHAI & PUKOW	Lian	Jan.
SWATOW & SINGAPORE	Kingyuan	Jan.
SHANGHAI	Sing	Jan.
SAIGON	Kueichow	Jan.
NINGPO, SHANGHAI & T'PAU	Tientsin	Jan.
MANILA, CEBU & ILOILO	Taming	Jan.
SHANGHAI & TSINGTAO	Shantung	Jan.
PAKHAI & HAIPHONG	Kailong	Jan.
SHANGHAI	Sinkiang	Jan.

These dates cannot be relied on.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are Landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

or Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35.

Hongkong Jan. 25, 1922.

Agents.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Maiching	J. S. Thomson	Jan. at noon.
Halloong	W. Couper	Jan. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang, Sourabaya, Macassar & Balikpapan.

S.S. SAMARANG MARU Sailing on or about 16th Jan.

BORNEO MARU Sailing on or about 16th Feb.

For Moji, Kobe & Yokohama.

S.S. CHERIBON MARU Sailing on or about 1st Feb.

MACASSAR MARU Sailing on or about 21st Feb.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. No. 2206.

Second Floor, Prince's Building.

SHIPPING NEWS.

GERMAN-DUTCH AGREEMENT.
An agreement has been reached between Dutch and German shipping companies to maintain a service between the Continent of Europe and the Netherlands East Indies.JAPANESE CALL REMOVED.
The Admiralty announces the cancellation of the order, dated September 10, 1920, that no ship or vessel carrying passengers eastward-bound was to enter the port or harbour of Queenstown.JAPANESE TONNAGE.
The Japanese ships at principal ports of Japan in the middle of December numbered 364, with a total tonnage of 144,806, which is an increase of eight, of 3,565 tons, as compared with the same period of November.MORE 535'S FOR THE EAST?
The Chamber of Commerce and other business interests in San Francisco are using their influence to have two more 535-type United States Shipping Board liners assigned to the Pacific Mail Steamship Company for service to the Far East.

RUNNING COSTS.

The opinion seems to be gradually gaining ground among the Japanese shipowners, says the Japan Chronicle, that something must be done to counteract the shipping protection policy of the American Government, which intends to carry its point by means of subsidies. So far Japanese ships, as compared with American ships, cost less in salaries and repair charges. But Japanese shipowners fear that, when America runs superior ships on various routes with abundant subsidies, Japanese ships will be unable to compete with them. For commodities like raw silk which fluctuate notably in price, consignors have become disposed to prefer British and American ships, which are quicker than Japanese ships. It is thought necessary, therefore, for Japan to place as good ships as possible on the Pacific Australian and Indian lines.

HARBOUR POLLUTION IN THE U.S.

Immediate steps should be taken to prevent pollution of waters at important harbours, Secretary Hoover told the House Rivers and Harbours Committee at Washington. Legislation, however, should be confined at present to oil pollution, he said, adding that he favoured an exhaustive investigation to determine the advisability of checking other forms of harbour contamination. Some harbours, the Commerce Secretary stated, are beyond redemption as far as propagation of fish is concerned. No form of pollution prevention would permit the fish to live in New York harbour. Oil pollution not only is destroying fish, the committee was told, but is proving a tremendous fire hazard and is seriously damaging beaches. Large industrial communities are paying enormously in insurance and other ways for the pollution of port waters. Mr. Hoover declared. Commenting on the desirability of checking contamination of Chesapeake Bay waters, he said that between industrial plants throwing off refuse, and the fisheries, there could be no choice—that the fishing industry must be protected.

NEW CONSTRUCTION METHOD.

Some general descriptive particulars have been made public regarding still another new method of ship construction. This method, which is the invention of a North East Coast naval architect, relates to the assembling and securing together of the parts of large steel structures, especially those having extensive plated areas, such, for example, as ships, floating docks, and oil fuel reservoirs, without piercing edges of the plating for rivet attachments. In the case of a ship-ordinary riveting is displaced by a connection medium of special formation, which is fitted between the edges of adjoining plates. This connecting medium also becomes an important member of the main framing beam support or stiffening of the parts of the vessel's structure. For the method it is claimed that, taken in conjunction with a suitably designed system of transverse framing, it will provide an economical and effective arrangement of strength, and that the plating of the shell will be called upon to do little more than perform the functions of keeping water out and keeping cargo in. It is also claimed that, apart from very considerable economy in weight of materials and in costs, a cargo vessel of about 7,000 tons deadweight could be built on this system in from two-thirds to three-fourths of the time now required.

ROYAL CHAPEL IN DANGER.

Nation's Treasures and the Tombs of Kings.

Something must be done speedily if Windsor's historic Chapel Royal is to be saved, states the *Daily Chronicle*.

The wonderful roof of this great national shrine and treasure-house is in danger of falling in. If it fell, danger irreparable would be done to works of art, historic relics and the tombs of kings.

No wonder the Dean of Windsor (Dr. A. Baillie) is greatly concerned about the danger. He is working strenuously to raise funds to save the building for the nation.

It was in the reign of Edward IV. that Windsor saw the beginning of what was to become its culminating glory, in the erection of the famous Chapel of St. George, a magnificent pile of buildings which has been the wonder and admiration of the world.

The vaulting, perhaps the finest that exists in any building, is unique for its wide and unsupported spans.

Main interest of the interior is naturally centred in the choir. On either hand are the stalls of the Sovereign, of the Order of the Garter, and of the Prince of Wales. The carved woodwork of the stalls in which the Knights sit is rich in design and perfect in execution. Above the stalls were hung the banners of the Knights, but these have been removed in the present danger emergency. There is also much beautiful wrought ironwork.

THE DEAN INTERVIEWED.

"St. George's Chapel is a priceless national relic," said the Dean of Windsor. "Architecturally there is nothing more remarkable in all ways of craftsmanship and general beauty. It would be the absolute scorn of the world if we allowed it to fall. The perfection of quality of everything in St. George's makes it a unique possession of the Empire."

"Owing to the wide span of the roof and the way in which everything depends on it (it is not broken up like other cathedrals, where part of the roof might fall) the roof fell practically everywhere in the Royal Chapel would be destroyed. Richly coloured windows, carved woodwork and its glorious tracery, everything would be damaged. The tombs of King Henry VI, founder of Eton College, of Henry VIII, Charles I. and King Edward VII. would all be smashed or covered in debris."

"We are now putting up a platform through the whole of the choir and transepts, from which we can shore up the roof with timber; but this is a temporary measure. Until we can get the upper work done we cannot go on with the outer repairs, as the work on the wooden roof creates a certain amount of jarring, which probably made it worse. The roof is cracked through and through in every direction."

"Unless we can get money early in the New Year we shall have to stop work, but I hope the response will be such that we shall be able to make steady progress. The Knights of the Garter and one or two other subscribers have given us £25,000, but that will have been exhausted very soon. Our expenditure is about £1,000 a month."

PROBABLE TOTAL COST.

"It is impossible to say what the total cost will be, because exceptional things may arise, but I should think the outlay, when the work is finished, will be between £80,000 and £90,000."

"I wish to emphasise to the public that nothing is being done other than that which is absolutely necessary for the stability of the building. I am not asking to get all the money at once, owing to the financial condition of the country at present. But I do sincerely hope to get enough to enable the work to proceed steadily. If I can get £15,000 during 1922, and another £15,000 in 1923, I shall feel that progress can be made without unnecessary delays."

"The importance of maintaining this glorious old building," the Dean concluded, "must be patent to all who have seen its wonders. It is the place where all the Garter services have been held during the passing of time; it is the place in which many of the burials of Kings of England have taken place before, and of all the monarchs since George III.; and it is the glorious old chapel in which King Edward VII. was christened, married, and buried. What my feelings would be, and those of countless others, if this historic building were to collapse I cannot express in words."

SIR A. PEARSON'S TRAGIC END.

Work for the Blind.

The death of Sir Arthur Pearson took place in tragic circumstances at his London home, 15, Devonshire-street W., on December 9.

While taking his bath he apparently slipped, and in falling struck his head on one of the taps. The blow must have rendered him unconscious, for when the room was entered a few moments later, he was found drowned in the bath. He was in his 56th year.

A founder of newspapers and magazines, whose career was one of the romances of modern journalism, Sir Arthur will probably be best remembered as the man who snatched the triumph of his life out of its tragedy.

Losing his sight shortly before the war, he refused to retire or to renounce his active life. He at once threw all his energy, enthusiasm, and gift for organisation into working for those who shared his darkness. His work for the blind is world famous, especially the great "St. Dunstan's" movement for soldiers who lost their sight in the Great War.

Born at Wookey, near Wells, on February 24, 1866, the son of a clergyman, and educated at Winchester, he had decided before he was 20 that journalism should be his career. It was just at the time when Mr. (later Sir) George Newnes was introducing new ideas, and he became a clerk in the offices of "Tit Bits."

Six months later the post of manager fell vacant, and to Mr. Newnes' astonishment his 19-year-old clerk applied for the post—and was so persuasive and confident that he got it. His career had begun.

In 1890 he left Mr. Newnes and started "Pearson's Weekly." Several other magazines and journals followed, book publishing was taken up, and to the time of his death, in spite of his blindness, Sir Arthur was chairman of C. Arthur Pearson, Ltd.

THE BLOW DESCENDS.

As early as 1910 Sir Arthur, who had been compelled to wear glasses since boyhood, was threatened with complete loss of sight, and by 1913 he was blind.

It might have been a crushing blow to a man so filled with ideas, a "hustler" of unbounded ambition and energy. But he remained the "captain of his soul." He disposed of his newspaper interests, and bravely setting aside the old career, began to fit himself for a new one. He mastered those aids to a busy and happy life which the blind can enjoy, taught himself new methods of reading and writing, dispensed with his valet so that he might learn to tie his own ties and shave himself, and turned his busy brain to schemes for helping those who shared his affliction.

His thoughts had always been with the less fortunate, and almost as soon as he possessed a journal of his own he started the Fresh Air Fund for sending slum children to the country.

SKILLED ORGANISER.

Now the "champion hustler," as the late Mr. Chamberlain called him when he was organiser-in-chief of the Tariff Reform campaign, became the eloquent advocate and skilled organiser for the blind. First he took up work for the British and Foreign Blind Association, and then, with the war, came the founding of the St. Dunstan's Homes, with many allied agencies, for training and otherwise helping soldiers who had lost their sight.

That work is almost too well-known to need further mention: on it Sir Arthur might have been content to rest any claim to fame and gratitude.

But it was not his only war work. At the very outbreak he became joint hon. secretary of the Prince of Wales's Fund for the relief of distress, and in 1917, at the request of the late Lord Rhonda, he assisted the Ministry of Food in an advisory capacity.

LOOKING ROUND IN FRANCE.

In the same year he went to France to "see" for himself, as he expressed it, something of the things described to him by officers and men who had come under his care at St. Dunstan's. "Lots of people see without perceiving. Blind people learn to perceive without seeing," was his comment on this occasion.

Two blinded soldiers were cared for in a small house in Baywater, lent by Sir Arthur. That was the beginning of St. Dunstan's which has helped thousands of men. Cause enough for a remark

he made recently, "I am far prouder of St. Dunstan's than of anything else I have done."

In 1897 Sir Arthur married a daughter of Mr. W. J. Fraser. He leaves a son, and two daughters. The former, Lieut. Neville Arthur Pearson, who is 23, had a distinguished career at Eton, and succeeds to the baronetcy, which was created in 1918. Lady Pearson, who has been her husband's right-hand helper in his affliction, and all his good work, was created a Dame Commander of the British Empire in 1920 for her work in connection with St. Dunstan's.

AN OVERSEAS CLUB.

Manchester Takes Action.

At a meeting held in the Memorial Hall, Manchester, on September 20th, it was unanimously decided to form a club which should cater especially for those people who have lived overseas.

It was decided that Overseas members should pay a reduced subscription which will probably be fixed at £1-10-0 per annum.

The meeting was attended by former residents of Bombay, Calcutta, The Straits, China, Java, the West Indies, South America, in fact, all the parts of the world to which Manchester men drift and it was agreed by all such a club was very desirable, in fact almost a necessity.

For the benefit of those home on leave it was suggested that sleeping accommodation be provided. A good restaurant and a ladies' dining room will be features of the Club.

Good premises can be obtained in a central position in the City.

An organising committee was nominated which is charged with the duties of collecting names of members at home and abroad and which will report to a later meeting on the probable cost of the club.

The Honorary Secretary is Mr. John Haworth, 20 Cross Street, Manchester, to whom all residents overseas who wish to join should send their names immediately.

PASSENGERS DEPARTED.

Per s.s. MISHIMA MARU—Miss Neilson, Mrs. P. Bolduz, Mr. J. H. Evans, Mr. F. H. Riley, Mr. John Auld, Miss E. C. Fullerton, Miss C. A. Fullerton, Mrs. Plesner, Mr. R. Oswald, Mr. & Mrs. S. B. B. McDermid, Mr. P. Baldus, Mr. R. A. Canadage, Mr. P. Durbec, Mr. F. Webber, Mr. & Mrs. K. Schicke, Mr. & Mrs. C. H. Thorn, Miss C. J. Miller, Mr. & Mrs. Chas. Mycock, Mr. & Mrs. E. Newhouse, Mr. & Mrs. Neilson, Mr. Williams, Mr. Guthrie, Mr. K. B. Hodges, Mr. M. Steven, Mrs. Probst, Mrs. Seits, Mr. Prosser.

TIDE TABLE.

23rd. to 29th. Jan., 1922.

Time	High Water	Low Water	Mean Time
Mon. 23	7 12 42	4 04 23	2 3
Tues. 24	8 13 41	5 11 15	2 3
Wed. 25	9 14 40	6 18 07	2 3
Thurs. 26	10 15 39	7 25 00	2 3
Fri. 27	11 16 38	8 31 52	2 3
Sat. 28	12 17 37	9 38 44	2 3
Sun. 29	1 18 36	10 45 36	2 3

in morning & afternoon

METEOROLOGICAL.

Previous Day	on date.	on date.
Barometer	30.05	30.10 30.09
Temperature	73	59 92
Humidity	45	84 75
Wind Direction W.S.W.	E.	E.
Wind Force	3	4 3
Weather	c	c 0
Rain	0.00	0.00 0.00
Highest open air		
Temperature on the	24th	73
Lowest open air		
Temperature on the	25th	58
T. F. CLAXTON, Director.		
H. K. Observatory, Jan. 25.		

HOTELS.

HONGKONG HOTEL

PEAK HOTEL

REPULSE BAY HOTEL

Hongkong Hotel Co., Ltd.

KING EDWARD HOTEL

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STREAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WICKHILL, Manager.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL,

(Late Grand Hotel, Southcliffe, England and
Royal Palace Hotel, London, W.)

KINGSCLERE HOTEL MID-LEVEL
KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co. General Agents
Are resident Managers.

EXCHANGE.

(Opening Rate—Closing Rate
on Page 11.
SELLING.

1/11	27 1/2
Demand	27 1/2
10 d/s	
30 d/s	
4 m/s	27 1/2
1/11 Shanghai	Nom.
1/11 Singapore	111 1/2
1/11 Japan	115
1/11 India	196
Demand, India	
1/11 San Francisco	54 1/2
1/11 New York	
1/11 Java	150
1/11 Marks	Nom.
1/11 France	6.80
Demand, Paris	

BUYING.

4 m/s. L/C	27 1/2
4 m/s. D/E	27 1/2
6 m/s. L/C	27 1/2
30 d/s. Sydney and Melbourne	27 1/2
30 d/s. San Francisco and New York	54 1/2
4 m/s. Marks	Nom.
4 m/s. France	7.40
5 m/s. France	7.60
Demand, Germany	
1/11 Bombay	Nom.
Demand, Bombay	196
1/11 Calcutta	Nom.
Demand, Calcutta	196
1/11 Yokohama	115
Demand, Manila	114 1/2
Demand, Singapore	111 1/2
Demand, Batavia	150
1/11 Haiphong	Nom.
On Saigon	80 1/2
On Bangkok	80 1/2
Sovereign	Nom. 7.50
Gold leaf per Tael	35
Bar Silver, ready	34 1/2
forward	34 1/2
Bank of England rates 5%	
New York/London	4.22

SUBSIDIARY COINS.

H'kong 50 ct. pieces	3/10% pm.
10 "	3/10% pm.
5 "	1 1/2% pm.
Canton sub. coins	17 1/4% dis.
Hongkong Jan. 25, 1922.	

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

American Trading Company, from New York.
Bradley Peak Hotel, from Shanghai.
R. J. Kitching Hongkong Hotel, from Melbourne.
Richard T. Snively Hongkong Hotel, from Waynesboro, Penna.
M. E. F. ABEY, Superintendent.
Hongkong, Jan. 19, 1922.

ENTERTAINMENTS.

THE CORONET

TO-DAY
at 2.30, 5.15, 7.15 & 9.15

SAMUEL GOLDWYN
& REX BEACH

presents
"OUT OF THE STORM."

Topical Budget

KOWLOON THEATRE

TO-NIGHT.

SPECIAL DANCE
with
KEYE'S FAMOUS
JAZZ-ORCHESTRA
From SEATTLE.

Best Floor in the Colony

HONGKONG THEATRE

TO-NIGHT

JACK MULHALL

in
HIGH SPEED

DOTTY WOLBERT

in
WHO KISSED ME

With Beautiful Universal Comedies.



Hongkong's Most Modern Picture Palace. Entirely Under British Management.

TO-DAY 5.15 and 9.15 p.m. TO-DAY

UNIVERSAL CARL UNIVERSAL
SPECIAL LAEMMLE SPECIAL

AN ALL STAR CAST
with GEORGE LARKIN and JOSEPHINE HILL

A Bowling Story of Two Runners—The Splendid Woman—The Great White Wilderness—Love—Jenny—Red Caper—A Charming Kid—A Great Picture

"MAN TRACKERS"

2.30 and 7.15 p.m.
Final Episodes of "GREAT LONDON MYSTERY."

Usual Prices. Booking at the Theatre.

WEATHER REPORT.

Jan. 25d. 11h. 57m.—Pressure changes since yesterday are small at all reporting stations. Fresh monsoon may be expected along the S.E. coast of China and moderate monsoon over the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 0.96 inches, against an average of 0.94 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast.
Hongkong to Gap Rock	N.E. winds, fresh; fair.
Formosa Channel	N.E. winds strong.
South coast of China between H.K. & Lamocks.	The same as No. 1.
South coast of China between H.K. & Hainan.	The same as No. 1.

T. F. CLAXTON, Director.
H.K. Observatory, Jan. 25, 1922.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted full mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.

Time signal are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. to 9h. 0m. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

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